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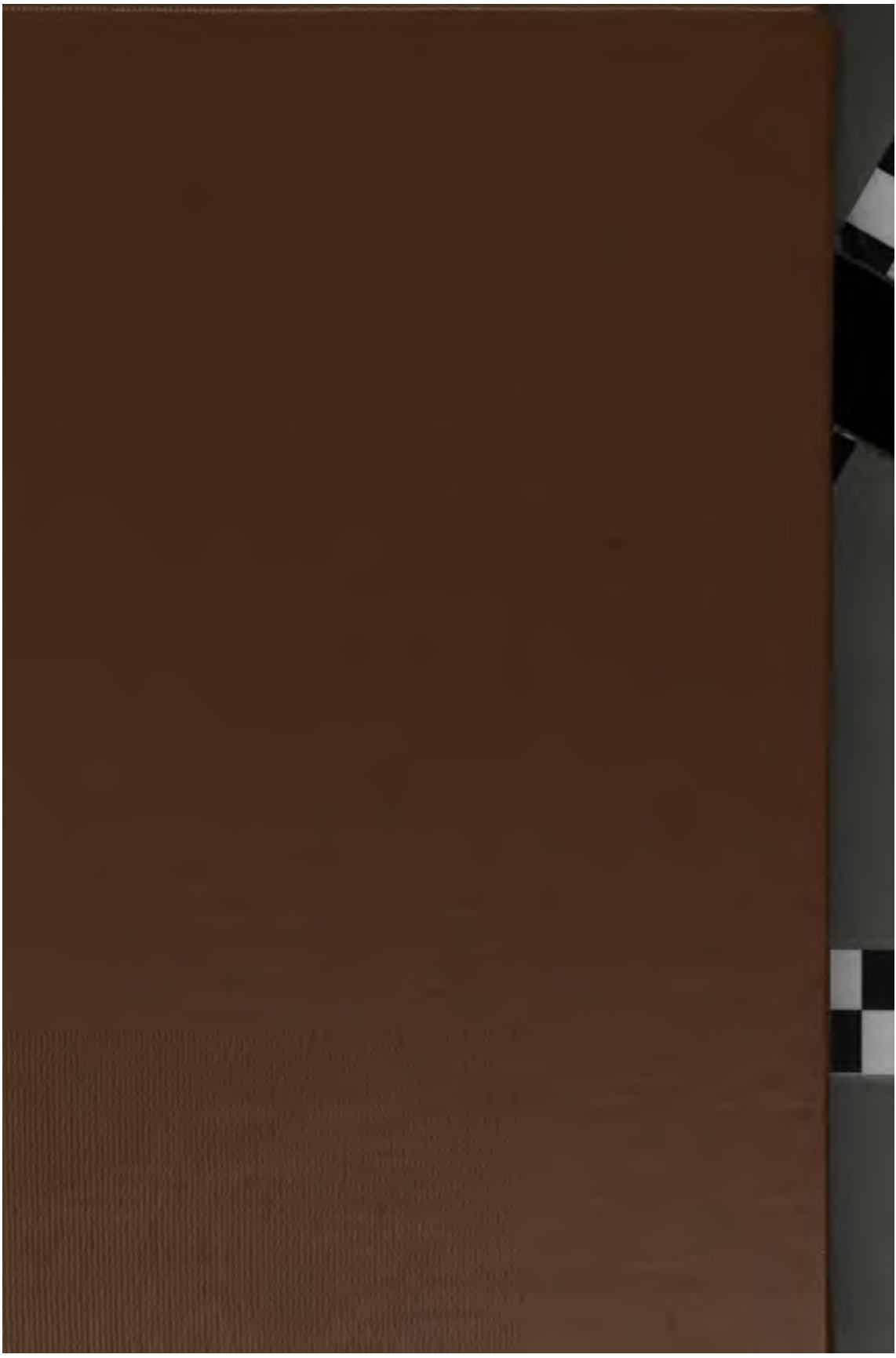
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HANDBOOK
of
information
for
shippers & passengers
BY THE STEAMERS OF THE
Nippon Yusen Kaisha
(JAPAN MAIL S. S. CO., LTD.)
1904





HANDBOOK OF INFORMATION

FOR

PASSENGERS & SHIPPERS

BY

THE STEAMERS OF THE

Nippon Yusen Kaisha.

TELEPHONE:
Nos. 167, 1551, 1721, 1744, 1905, 2997
(Honkyoku).

TELEGRAPHIC ADDRESS:
"MORIOKA, TOKYO."
A. I. & A. B. C. CODES USED.

37TH YEAR OF MEIJI
(1904).

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HISTORY

of the

Nippon Yusen Kaisha.

JAPAN being an island empire, her communications with foreign countries are entirely maritime. The art of navigation has therefore been practised by the people since remote ages. Early annals show that even in prehistoric epochs ships of various nations traversed the neighbouring seas. Japanese junks certainly visited Korea before the use of written characters had become known in Japan, and it is claimed that the Empress Jingo sent an invading force to that country during the second half of the third century; a legend which, however it may have been distorted by tradition, certainly goes to indicate that intercourse between Japan and the neighbouring peninsula existed from a remote era. When the Empress Suiko, thirty-third sovereign of Japan's Imperial line, occupied the throne,

ambassadors were sent to China to study the latter's laws and civilization. That was in the sixth century. Thenceforth, frequent interchanges of courtesy took place between the two empires, until the troubled state of China's affairs rendered it dangerous and difficult for Japanese envoys to reach her Court. The Mongol conquerors of the Middle Kingdom sought to re-establish this ambassadorial custom, regarding



Japanese Junk.

it as an acknowledgment of China's suzerainty on Japan's part. But Japan, understanding the interpretation which her neighbours put upon all friendly approaches from foreign

States, declined to receive the overtures of the great Khan, and her refusal, expressed twice in the most uncompromising manner, led to an invasion of her coasts by a large force of Mongols, Tartars, Chinese and Koreans. The northern and western shores of Kyūshū became the scene of a sanguinary combat between the invading hordes and a comparatively small force collected by the Japanese to repel them. Interesting differences between the military tactics of the continental and insular soldiers were illustrated by the combat, and it appears from the pictorial annals of the time (1273 A. D.) that the craft used by the Japanese were of insignificant size compared with the big war-junks of the Mongols. Nevertheless, these little boats were handled with such dash and vigour, and the offensive capacities of the individual Japanese *Samurai*, armed with sword and glaive, proved so superior to the somewhat clumsy resistance of the Chinese, who knew how to fight in phalanx only, that the invading fleet was harassed to a state of helplessness, and held at bay in the open sea until tempests finally wrought its destruction. That experience bore valuable fruit, for it was the means of giving a great impulse to Japanese maritime enterprise. In all their campaigns, so far back as intelligent retrospect is possible, the Japanese evinced a perception of the strategical axiom that a sound defence must be capable of offense also. They learned from the Mongol invasion that if an army could be launched

against their shores from over-sea, they must be prepared, on their own side, to push their first line of defense across the ocean, and from that time they are found building sea-going junks which carried the country's commerce not only



One of the Company's Australian liners.

to Korea and China, but also to Annam, Siam, Luzon and even Malacca, and which, by and bye, acted the part of corsairs also, ravaging the coasts of the Middle Kingdom as well as of Korea at will, and holding absolute command of the adjacent seas. Another incentive to maritime effort was supplied in the sixteenth century, when Portuguese and Spanish ships found their way to Japan, opening a new field of commerce and furnishing immensely improved

models for ocean-going vessels. Geographical records of that era show that, not many years after the opening of intercourse with Occidental peoples, Japan was engaged in trade with no less than sixteen foreign States, and that, in all cases, she was able herself to undertake the duty of marine transport. A schooner built by her people, after a model furnished by William Adams,—an English seaman cast away on her shores, who lived for many years under the patronage of the Tokugawa Regents,—made a voyage across the Pacific to a port in South America, and Date Masamune, feudal chief of Sendai, caused a vessel to be constructed for the purpose of opening direct trade with Spain. The latter project was never carried to completion. It was interrupted by events which left an indelible mark upon the national history, namely, a conflict between foreign religious propagandism and Japanese civil authority, and the consequent closure of the country. That chapter of events need not be re-written here. It has furnished a theme for much controversy, and its complexion will probably assume different hues to different eyes through all time. Its sequel was a decision of the Government that all over-sea travel of Japanese subjects must be absolutely arrested, and decrees were consequently issued so restricting the dimensions and regulating the form of Japanese vessels that they ceased to be serviceable for navigating the high seas. The disastrous influence exercised by that policy of seclusion upon the

development of the country's resources, material civilization and international capacities can scarcely be overestimated.

Things remained thus until the middle of the nineteenth century, when "black ships" as the Japanese designated Occidental vessels, made their appearance once more upon the horizon, and put an end to the long era of isolation. The story of Christian propagandism in the early days, of the political designs with which it was supposed to be connected, and of the sanguinary disturbances it caused, had sunk deep into the minds of the people. Instead of concluding treaties of commerce and navigation with the Occidental visitors in 1857, the first inclination was to drive them off as the Mongols had been driven off six hundred years previously. During that interval, however, international civilization and the development of means of communication had brought the outer world very much nearer to Japan, and for several years there had been working among her own people influences which must soon have drawn her from her seclusion, even though neither Perry nor Elgin had precipitated the event. The struggle between conservative tendencies and these newly developed factors of liberalism ended in the opening of the country, and it is remarkable that Japan deduced from the peaceful invasion of the nineteenth century the same inference that the armed irruption of the thirteenth had suggested. All restrictions

upon ship-building were withdrawn; the study of navigation attracted earnest attention, and the government not only encouraged the construction of sea-going vessels at home, but also began to purchase steamers abroad. Thus, for the first time in the nation's history, an association was organized for carrying on the business of steam transport by sea. It was called the *Kaisō Kaisha*, and although it did not meet with more success than usually falls to the lot of pioneer enterprises, it certainly served useful educational purposes. Steamship communication between Tōkyō and Osaka was opened, in 1868, with vessels some of which belonged to the Government and some to private individuals; in 1871, the *Kaisō Kaisha* was transformed into the *Yubin Kisen Kaisha*, or "Mail S. S. Company," under the control of the Imperial Bureau of Communications; and in the fall of the same year, Mr. Iwasaki Yataro, a *shizoku* of Tosa province, organized a private company having for its fleet a few steamers acquired originally by the feudal chief of that province. This last association was called the *Mitsubishi Kaisha*, or "Three Diamonds Company." It may be regarded as the foundation of all modern maritime enterprise in Japan.

There were thus two steamship companies in the field: one an official organization, called the *Yubin Kisen Kaisha*; the other a private undertaking, called the *Mitsubishi Kaisha*. Both fleets rapidly increased in tonnage, and by degrees keen competition sprung up between them. The

Government company doubtless suffered from the defects usually incidental to official incursions into the field of ordinary business, whereas the affairs of the private company were managed with remarkable skill and enterprise. Ultimately, in 1876, the Government deemed it advisable to withdraw from the arena, and the officially owned vessels were made over to the *Mitsubishi Kaisha*, which thus virtually came into complete occupation of the maritime highways in Japanese seas. Before that event took place, however, an opportunity had been furnished for forming a practical estimate of the empire's requirements and of the capacities of the Mitsubishi firm. In 1873 a military expedition had to be sent to Formosa, and its experiences gave clear evidence, not only that the country had need of a greatly increased fleet of transports, but also that the organization and administration of the Mitsubishi Company left little to be desired. Hence, in addition to transferring all officially owned steamers to the Three-diamond flag, the Treasury assisted the Mitsubishi Company to buy out the Yokohama-Shanghai service of the Pacific Mail S. S. Company, and to acquire the steamers hitherto employed on that route. Thus the Mitsubishi Company, among whose fleet there had been only three steamers of over a thousand tons in 1870, found itself in possession of twelve such vessels in 1876. The fleet of the Company stood thus in the latter year:—

Sailing vessels	6
Steamers of 100 tons burden and under	2
Steamers of over 100 and less than 500 tons burden.	14
Steamers of over 500 and less than 1,000 tons burden.	8
Steamers of over 1,000 tons burden	12
Total	42

This fleet did not receive any considerable augmentation during the next six years, and thus the Government became persuaded, in 1882, that decisive steps must be taken to increase the mercantile marine, and to add to it steamers capable of performing the functions of both transports and cruisers. Another company was organized, therefore, under the name of the *Kyodō Unyu Kaisha*, or "Union Transportation Company." But a trial of three years demonstrated the inexpediency of having two rival companies in the field, both receiving a measure of State aid, and in 1885, the two were amalgamated into the present NIPPON YUSEN KAISHA or "Japan Mail S. S. Company." During the following nine years the great bulk of the coastwise carrying trade was performed by the steamers of this Company, and regular services were also kept up between Kobe and Vladivostock, Kobe and Tientsin *viâ* Korean Ports, and Yokohama and Shanghai. Moreover, in 1892, when the rapid development of cotton-spinning industry in Japan lent importance to the question of procuring a supply of raw cotton, the Company established a line of steamers to ply

between Japan and Bombay. Vessels flying the NIPPON YUSEN KAISHA'S flag made also frequent voyages to Australia and Hawaii, carrying emigrants. Throughout this era, the Company received from the Treasury a yearly subsidy, in consideration of which it was pledged to maintain several mail routes, to place its vessels at the disposal of the Government for transport purposes, should occasion for such a step arise, and generally to carry mails between the ports to which its steamers plied.



President R. Kondo.

In 1894, when war broke out between China and Japan, the latter had to despatch large bodies of troops to Korea, to Manchuria, to China proper and to Formosa. At one time, the armies of the empire beyond the sea aggregated a hundred and twenty thousand fighting men together with a hundred thousand land-transport coolies. Such an effort severely taxed the shipping resources of the country. Nearly all the large steamers of the Nippon Yusen Kaisha had to be detached for public service, and it became necessary to purchase many others, not only

for the purpose of augmenting the fleet of transports, but also in order to obviate any prolonged interruption of the regular marine carrying trade. Many of these newly-acquired steamers ultimately remained in the hands of the NIPPON YUSEN KAISHA. In fact, just as the Formosa expedition of 1873 had greatly raised the Mitsu Bishi Company's status and increased its fleet, so the war of 1894-5 finally established the NIPPON YUSEN KAISHA'S reputation for efficiency, and amply justified the trust hitherto reposed in it by the State. Throughout a space of nine months during the war, the Company had no less than fifty steamers engaged in transport services which involved the constant navigation of dangerous and unfamiliar seas in the depth of winter. Most of these ships were officered and manned by Japanese, only a few foreigners who volunteered for the expedition being employed. Yet, from first to last, only one serious accident connected with navigation happened to any of the ships. There could no longer be any doubt that the disability under which the nation laboured at the commencement of the *Meiji* era had been removed, and that the Japanese were now competent to navigate and manage sea-going steamers.

The successful issue of the war naturally gave a marked impulse to maritime enterprise, and the Executive and Legislature combining to foster that useful tendency, laws were passed granting special aid to navigation and ship-building.

The Company, therefore, resolved to greatly extend its field of operations. It increased its capital to twenty-two million *Yen*, and determined to establish regular steamship services to America, Europe and Australia. Orders were accordingly given for the construction of 12 Twin Screw Steamers of over 6,000 tons for the European Line, and 3 ranging from 3,800 to 5,500 tons for the Australian Line. With such a capital, with reserves aggregating over 11 millions and with a fleet of 78 steamers aggregating 260,000 tons gross, the majority of them new and provided with every resource for contributing to the comfort of passengers and every modern facility for the carrying trade, the NIPPON YUSEN KAISHA now ranks among the greatest enterprises of its kind in the world. The regular services maintained by it, independently of its lines between all the principal ports in Japan, are with China, Korea, Formosa, Asiatic Russia, the Straits Settlements, India, the Red and Mediterranean Seas, Europe, Canada, America and Australia. The Japanese Diet in 1899 resolved to grant subsidies to the

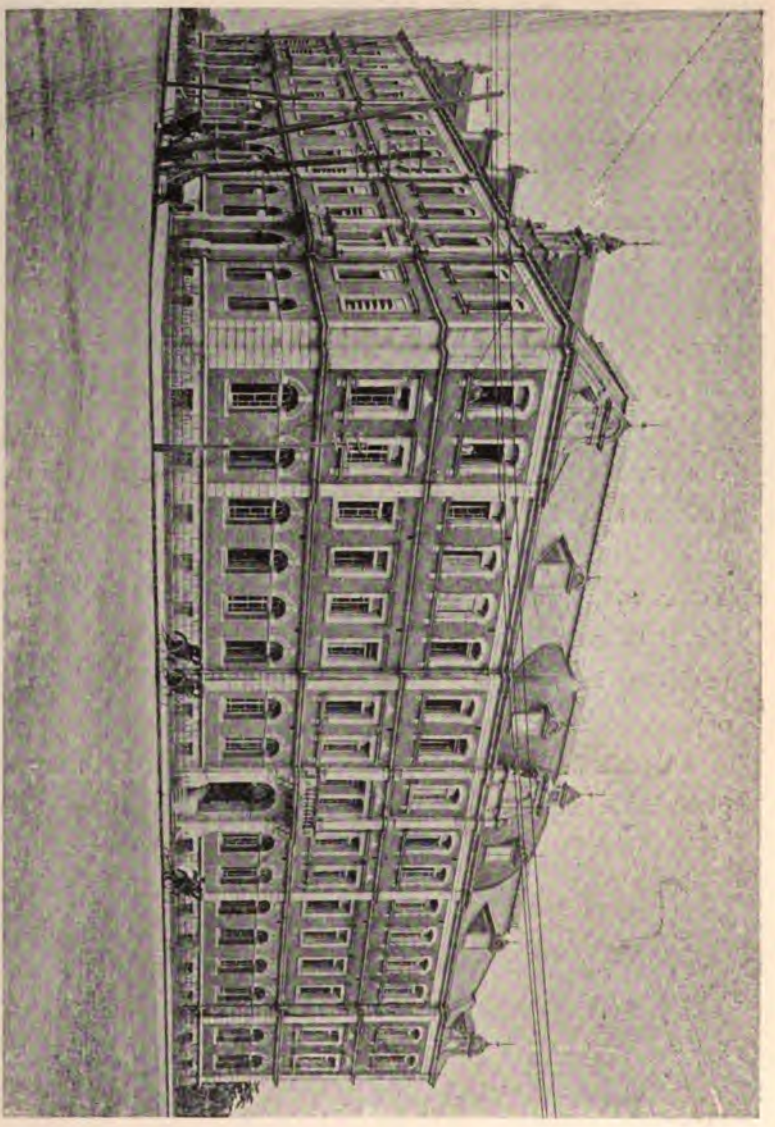


Vice President M. Kato.

Company's European and American Lines, and thus all foreign and home lines, with but a few exceptions, are run under mail contract with the Imperial Government. The Head Office is in Tōkyō, and Branch Offices and Agencies to the number of nearly ninety, particulars of which are given elsewhere, are situated at all the ports of call and other important points. The total number of the Company's employees is about 1,380 in addition to about 4,800 representing crews, firemen, &c.

The first President of the Company, nominated by the Government at the time of the Company's formation in 1885, was the late Baron M. Morioka. He held the office until his decease, in 1894, being succeeded by Mr. T. Yoshikawa, on whose death in 1895, the present President, Mr. R. Kondo, was elected by his co-directors, and was re-elected in 1902, at the expiration of the fixed term of presidential service.

Details of the Company's fleet, services and so forth, are given in the following pages.



N. Y. K. Head Office.

Fleet of the Nippon Yusen Kaisha.

Nos.	Steamers.	Signal Letters	Telegraphic Code word	Gross Tonnage	Nett Tonnage
1	**Aki Maru**	JEWM	— —	6.444	3 995
2	**Asago Maru**	HGTF	Boldness	2.464	1.528
3	**Awa Maru**	JBMR	Bimballuda	6.369	3.913
4	**Bingo Maru**	HLVM	Filletamos	6.243	3.871
5	**Bombay Maru**	JQFB	—	4.625	3.198
6	**Ceylon Maru**	JNFQ	——	5.018	3.474
7	**Chefoo Maru**	JQWT	— —	1.934	1.199
8	**Fushiki Maru**	HGMF	Building	1.839	1.140
9	**Genkai Maru**	HJKD	Burstable	1.447	897
10	**Hakata Maru**	HLBF	Filletar	6.161	3.817
11	**Hakusi Maru**	HWDV	Bruckelen	2.636	1.434
12	**Higo Maru**	HGKJ	Bullace	1.420	880
13	**Hiogo Maru**	HBFK	Bullcalf	1.478	892
14	**Hiroshima Maru**	HJGM	Bucklehorn	3.283	2 035
15	**Hitachi Maru**	HNST	Billetaras	6.176	3.829
16	**Hitaka Maru**	JPLC	——	735	456
17	**Hokkai Maru**	HJDN	Bursten	712	442
18	**Idzumi Maru**	HJVN	Buttress	3.230	2.302
19	**Inaba Maru**	HLFV	Billetaria	6.189	3.837
20	**Ise Maru**	HFMP	Bulletin	1.250	775
21	**Iyo Maru**	JNTD	Brudeln	6.329	3.918
22	**Jinsen Maru**	HKDW	Bustling	2.332	1.446
23	**Kaga Maru**	JLKN	Bruckung	6.201	3 907
24	**Kagoshima Maru**	HKBR	Bilico	4.405	2 731
25	**Kamakura Maru**	HLDR	Billetaren	6.126	3.798
26	**Kanagawa Maru**	HKWF	Billetase	6.169	3.825
27	**Kasuga Maru**	HQGJ	Bilustre	3 820	2.368
28	**Kawachi Maru**	HLCR	Billetico	6.101	3.780
29	**Kinshu Maru**	HKCB	Billneme	3.854	2 389
30	**Kitami Maru**	HLNJ	——	729	452
31	**Kobe Maru**	HGRC	Bullring	2.877	1 623
32	**Kokura Maru**	HJVF	Busybody	2.596	1.610
33	**Kosai Maru**	JBLV	Bruckenlaw	2.635	1.423
34	**Kumamoto Maru**	HDGK	Bullock	1.993	1.236
35	**Kumano Maru**	JPCT	Brudelchen	5.076	3.147
36	**Kushiro Maru**	JQWT	— —	1.706	667
37	**Matsuyama Maru**	HJWL	Buxomness	3.099	1 921
38	**Miike Maru**	HGPJ	Bumboat	3 364	2.086
39	**Mikawa Maru**	HJMB	Buchelaze	1,968	1.491

Nos.	Steamers.	Signal. Letters	Telegraphic Code word	Gross Tonnage	Nett Tonnage
40	Mutsu Maru	HFVJ	Bunch	915	567
41	Nagato Maru	HGBQ	Buncombe	1.884	1.168
42	Niigata Maru	JRGB	——	2.184	1.354
43	Nikko Maru	TNFG	——	5.539	3.434
44	Omi Maru	HFRV	Bungle	2.501	1.551
45	Otaru Maru	HJVD	Butler	2.547	1.579
46	Owari Maru	HFNR	Bunnian	1.046	630
47	Riojun Maru	HKCR	Billone	4.806	2.990
48	Sado Maru	HPKL	Billigen	6.227	3.858
49	Sagami Maru	HFRS	Buoyance	1.927	1.195
50	Saikio Maru	HGQF	Buoyantly	2.904	1.645
51	Sakata Maru	HGMN	Burbolt	1.963	1.437
52	Sakura Maru	HJVM	Butment	2.979	1.847
53	Santo Maru	JRBD	——	2.032	1.260
54	Sanuki Maru	HLDR	Billigkeit	6.112	3.787
55	Satsuma Maru	HFSN	Bulbous	1.939	1.202
56	Shinano Maru	HBQH	Billigung	6.388	3.960
57	Suminoye Maru	HDJL	Burgamot	1.425	884
58	Suruga Maru	HFQL	Burgeon	726	450
59	Tagonoura Maru	HBFN	Burgess	756	551
60	Tairen Maru	HKFC	Billorna	2.927	1.815
61	Tamba Maru	HLPQ	Billonnage	6.130	3.800
62	Takasago Maru	JBPQ	Burglar	1.789	1.109
63	Tategami Maru	HSRG	——	2.703	1.676
64	Tenshin Maru	HKST	Billar	2.943	1.707
65	Teshio Maru...	JNSG	——	1.107	686
66	Tokachi Maru	JPLK	——	1.110	688
67	Tosa Maru	HKCQ	Buttermilk	5.823	3.610
68	Totomi Maru	HFMW	Burial	1.953	1.402
69	Wakanoura Maru	HJQK	Burletta	2.527	1.567
70	Wakasa Maru	HLCW	Biltre	6.266	3.884
71	Yamaguchi Maru	HKBL	Billetaba	3.321	2.059
72	Yamashiro Maru...	HFRP	Burliness	2.580	1.519
73	Yawata Maru	HVGN	Bimane	3.817	2.366
74	Yechigo Maru	HFLG	Burly	1.280	794
75	Yeijio Maru	HKFB	Billetais	2.506	1.554
76	Yeiko Maru	JRGN	——	1.966	1.219
77	Yokohama Maru	HFQB	Bugler	2.373	1.471
78	Tango Maru	under construction.		7.200	— —

HEAD OFFICE

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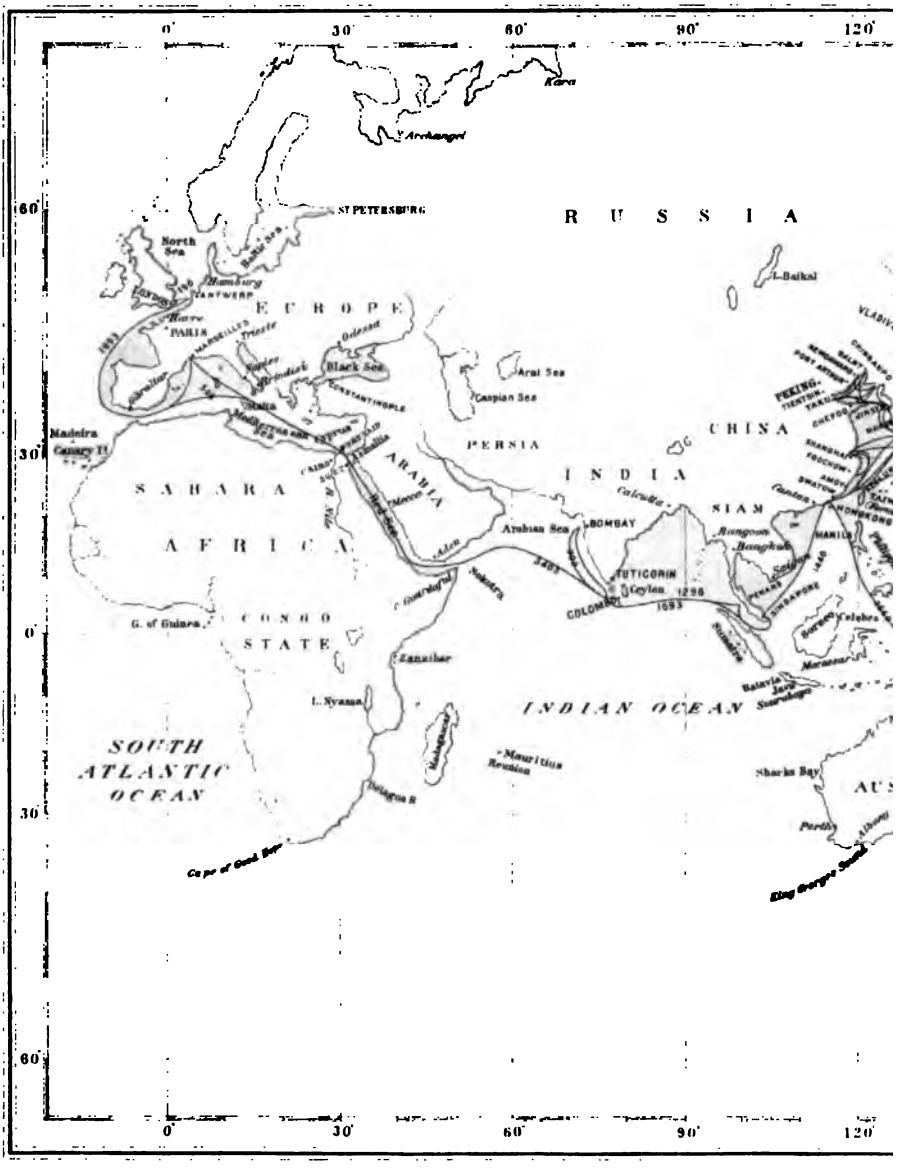
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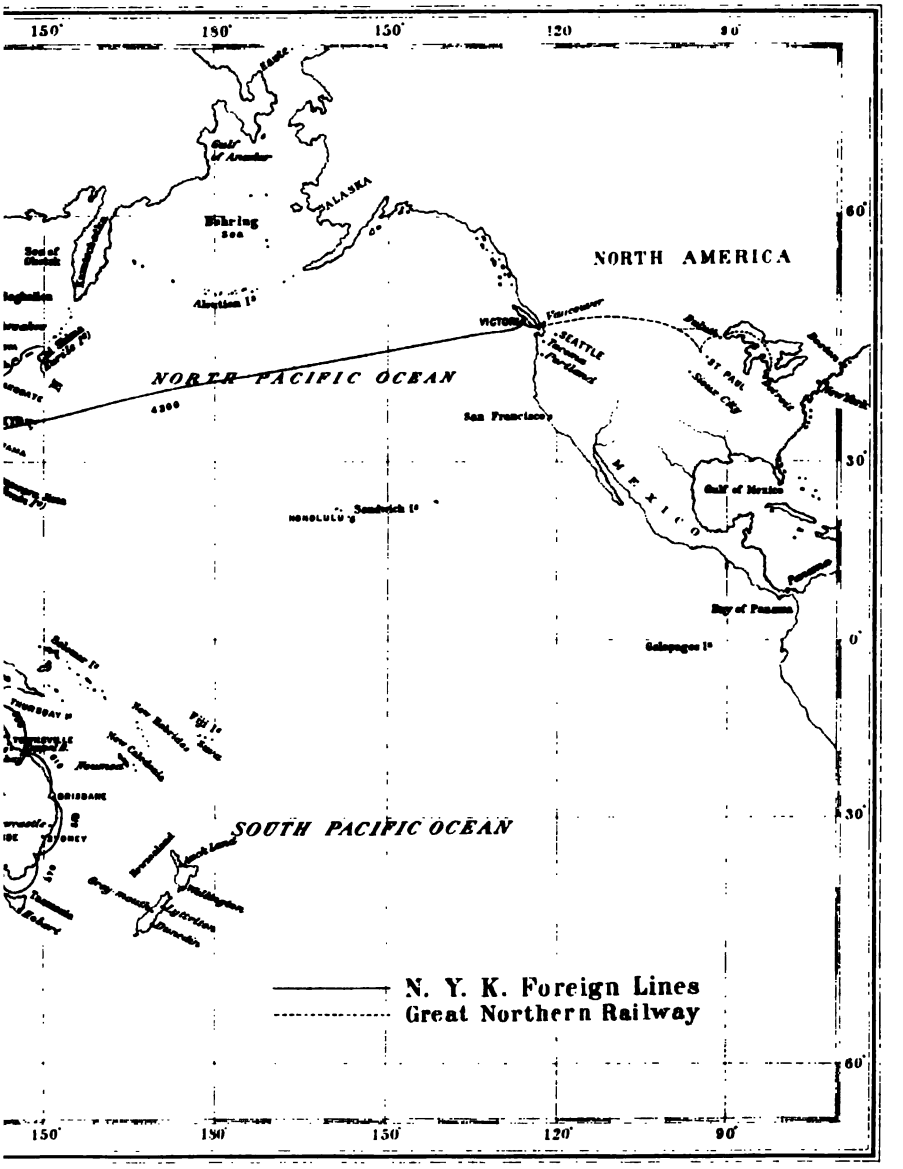
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0°
30°
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Kara
Archangel
ST PETERSBURG
RUSSIA
North Sea
Baltic Sea
Hamburg
ANTWERP
EUROPE
PARIS
MARSEILLES
Trieste
Odessa
Black Sea
CONSTANTINOPLE
Aral Sea
Caspian Sea
L. Baikal
Gibraltar
Malta
Madeira
Canary Is.
PERSIA
CHINA
INDIA
ARABIA
SAHARA
AFRICA
Calcutta
SIAM
Arabian Sea
BOMBAY
Rangoon
Bangkok
MANILA
HONGKONG
Aden
Mocha
Red Sea
TUTICORIN
Ceylon
1298
1693
COLOMBO
Singapore
Batavia
Java
Sumbawa
Celebes
G. of Guinea
CONGO
STATE
Zanzibar
L. Nyassa
INDIAN OCEAN
SOUTH
ATLANTIC
OCEAN
Mauritius
Reunion
Madagascar
Delagoa B.
Cape of Good Hope
Sharks Bay
Perth
King George Sound


150°
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90
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60°
NORTH AMERICA
NORTH PACIFIC OCEAN
SOUTH PACIFIC OCEAN
ALASKA
Bering Sea
Aleutian Is
VICTORIA
SEATTLE
San Francisco
MEXICO
Gulf of Mexico
Bay of Panama
Galapagos Is
HONOLULU
Southwich Is
BRISBANE
SYDNEY
Fiji Is
New Caledonia
New Hebrides
N. Z.
N. Y. K. Foreign Lines
Great Northern Railway

SERVICES of the COMPANY.

THE NIPPON YUSEN KAISHA (Japan Mail S. S. Company) maintains 23 regular services, of which 9 are with foreign countries, and 14 are in domestic waters. Of the total number 8 have their principal home-port at Yokohama; 6 at Kobe; and 6 are limited to the cabotage of the northern island, Yezo, commonly called Hokkaidō. The services to foreign countries will be dealt with first in this Hand Book.



S. S. "Bingo Maru," a European Liner.

EUROPEAN LINE.

A regular fortnightly service under mail contract with the Imperial Japanese Government, is maintained between Japan and Europe, the terminal points being Yokohama in Japan, and London and Antwerp in Europe. For the purposes of this line twelve twin-screw steamers are employed, namely :—

	Gross Tonnage.		Gross Tonnage.
Awa Maru	6,309	Kanagawa Maru	6,165
Bingo Maru	6,243	Kawachi Maru	6,096
Hakata Maru	6,156	Sado Maru	6,223
Hitachi Maru	6,172	Sanuki Maru	6,108
Inaba Maru	6,185	Tamba Maru	6,130
Kamakura Maru	6,123	Wakasa Maru	6,260

These fine ships are splendid sea-boats and have excellent passenger accommodation. The first-class saloons, situated on the promenade deck amidships, are spacious, well ventilated and fitted with every modern convenience ; the second class cabins also are large and scarcely inferior to the first in every thing that makes for comfort. On the upper deck are the dining saloons, where fare of the best description is served. The ships are further provided with qualified surgeons whose services are given gratis to passengers, and washermen also are available at the most reasonable charges.

The salient advantages offered by this line are two: first, the comparatively moderate rates, and secondly the fact that the transit from terminus to terminus is made without any change of steamer or any recourse to railway, while, at the same time, the stoppages at various ports *en route* relieve the voyage of all monotony. With regard to charges, the westward voyage from Yokohama to London or Antwerp costs 500 *yen* (or about £50), and the eastward voyage from London or Antwerp to Yokohama £55, which figures are cosiderably cheaper than those charged on other prominent lines, whereas the fare and accommodation on board the Nippon Yusen Kaisha's vessels are not inferior to any. Moreover liberal rebates are made to Japanese military and naval officers, to diplomats and their families and to missionaries and their families. The western journey from Japan to London occupies 61 days, 10 ports being called at *en route*- namely, Kobe, Moji, Shanghai, Hongkong, Singapore, Penang, Colombo, Suez, Port Said and Marseilles—and the eastward journey from London to Japan 53 days, 6 ports being visited—namely, Port Said, Suez, Colombo, Singapore, Hongkong and Kobe. Connections can be established at either Hongkong or Kobe with the principal ports of China, Korea, Australia and Far-Eastern Russia, to all of which the Company's vessels ply regularly.

Ports on the European Line.

Yokohama.

Yokohama, though now the principal treaty port in the empire, had no original right to that distinction. An insignificant fishing village when foreign intercourse was inaugurated, it had the special disadvantages of facing northward and of being without any suitable business sites. Hence the idea of selecting it as the position of a foreign settlement did not



General View

occur to the framers of the first treaty in 1857. Their choice fell unhesitatingly on Kanagawa, then a thriving and populous town. It was an unwise choice, politically and commercially alike, for Kanagawa lay beyond the range of maritime facilities, and owing to its situation on the Tōkaidō, or trunk road between Tōkyō and Kyōto, along which bands of armed *samurai* passed continuously, foreigners residing there could not possibly have been protected against all the dangers of that troubled epoch. Rendered cognizant very soon of this latter disadvantage,



of Yokohama.

the Japanese Government urged the transfer of the settlement to Yokohama. But the motive of the advice being misconstrued, the foreign consuls strongly opposed the change, and had not the instinct of the foreign merchant indicated Yokohama as incomparably better adapted than Kanagawa for tradal uses, the little hamlet's metamorphosis must have been long deferred. Large operations of draining and filling had to be undertaken before the place could become fit for the purposes of a foreign settlement, but the Japanese Authorities caused the work to be energetically carried through, and, in order to render the transfer popular, allotted all the good sites free of charge. Thenceforth the settlement grew rapidly. From the first, the buildings were of a purely business character, little attempt being made to render them architectually beautiful. Indeed, it may be said of all the foreign settlements in Japan that they are distinguished by the plainness, inelegance and unpretentious character of their structures. The Yokohama of 1903, with its trade of 228 million *Yen*, does not differ perceptibly from the Yokohama of 1893 which lived on a trade of 91 millions only. The Japanese town, however, appears to have responded to the rapid growth of commerce. It has gradually spread westward and northward, until districts where not a building was to be seen thirty years ago, are now covered with dwellings, stores and warehouses. In 1866, a disastrous conflagration swept away the greater part

of the foreign settlement, but the buildings that rose from the ruins showed little improvement over their predecessors. The following year, however, saw an important change. An extensive tract of elevated ground, over-looking the settlement from the east, and commanding magnificent views—exquisite land-scapes and sea-scapes in the foreground with the world-famed Fujiyama in the distance—was allotted for foreign residences. An ideal site, it soon became dotted with villas, generally unpretentious and plainly constructed, but standing in trim little gardens, completely segregated from the tradal atmosphere of the settlement below, and revelling in prospects of supreme beauty on every side. This "Bluff," as it is called, where the jaded business man of Yokohama has his home, may fairly claim to be the loveliest place of residence in the whole East. The settlement itself can boast only three attractions: its bund, its public garden, and the broad straight road, laid out with almost ironical magnificence of sidewalk and marginal greenery, that separates it from the Japanese town.



Mount Fuji.

It must be noted, however, that the term "settlement" is no longer properly applicable. In 1899 the settlements

ceased to exist in the sense of areas segregated for purposes of foreign trade and residence. For more than 30 years they had possessed that special status, their inmates having the privileges of exemption from the criminal jurisdiction of all courts save their own country's tribunals and from the payment of all taxes with insignificant exceptions. The continuance of such conditions lost little of its advantages in foreign eyes as years went by, but grew perpetually more irksome to the Japanese, and after long negotiations and much controversy which exhibited some painful phases, the Occidental Powers agreed to submit their citizens and subjects in Japan to the judical and fiscal systems of the country, the Japanese, on their side, undertaking to abolish all restrictions upon foreign trade, travel and residence, and to place every foreigner as completely as possible on the same footing as a native, the whole country thus becoming accessible to strangers without recourse to the troublesome preliminary of obtaining passports. The passport, it may be explained, was an inevitable outcome of consular jurisdiction. A consular court's effective purview did not extend beyond the limits of the settlement where the tribunal stood. Travelling outside those limits, a foreigner, immune, on the one hand, from native control and, on the other, removed by distance from that of his own consul, might have been found a troublesome disturber of public peace and good order, as had been notoriously the case in China. The passport

offered some sort of protection against such abuses: it constituted a kind of guarantee on the part of an Occidental minister or consul for the law-abiding character of the person to whom it was granted. After 1899, then, the old-time settlement of Yokohama become known as Yamashita-chō (under-hill street) and the Bluff as Yama-te (hill district). The settlement still clings to its former street-names, but they are not and never were essential, the houses being numbered continuously throughout without distinction of position. The same is true of the Bluff, but there, owing to the fact that the sequence of the numbers indicates the chronological order in which the houses were built, and has no connexion whatever with their relative positions, the effect of the numbers is to bewilder rather than to guide.

Yokohama may be called the port of Tōkyō. The latter city is practically without a harbour: sea-going ships cannot get within four miles of any convenient landing place. Some day or other, this defect will be remedied, being perfectly remediable. When that day comes, the growth of Yokohama's prosperity must be appreciably though not, perhaps, seriously threatened. At Yokohama itself the harbour used to be much exposed. But in 1896 two breakwaters were built so as to enclose virtually the whole of the anchorage, leaving an entrance 650 feet wide at their extremities. A pier, 2,000 feet long, at which large steamers can load or discharge, was also constructed, and two

splendid graving docks are now in use. According to the original plan the pier was to have been brought into communication by rail with the Yokohama-Tōkyō line, and thus goods coming over sea to Yokohama could easily be carried to Tōkyō. This has not yet been accomplished, however. The bulk of such goods are transported to the capital by lighters, of which the Nippon Yusen Kaisha has a large fleet. Nine years prior to these harbour improvements, Yokohama acquired the distinction of being the first city in Japan to possess a water-works system after European models. The intake is at the head waters of the Sagami River, 28 miles distant, and it has twice been found necessary to augment the supply in consequence of the rapid growth of the Japanese population. Until the year 1898 no system of harbour regulations could be enforced at Yokohama. Essentially necessary as some method of official control was felt to be, the difficulty of obtaining the co-operation of the seventeen foreign Powers possessing jurisdiction in the settlement, proved insuperable. There are now, however, schedules of regulations and officials to enforce them. It is at Yokohama that the Transpacific steamships touch first on reaching the East. Passengers' belongings have to be passed by the Customs officials, but the process is generally performed courteously and expeditiously.

The population of the Japanese town is 195,000—it was 89,000 in 1886—a constantly growing quantity; that of the

foreign settlement, exclusive of Chinese, who number 3,550 is 2,358, long a virtually stationary quantity but of late showing some signs of increase. To supply this little body of Americans and Europeans with daily and weekly reading matter, there are six journals printed in the English language: the *Japan Mail*, the *Japan Herald*, the *Japan Gazette*, the *Daily Advertiser*, the *Box of Curios* and the *Eastern World*.

As Anglo-Saxons constitute a preponderating element in the community, the British totalling 1,084 and the Americans 515, a cricket ground and a race course are not wanting. The former is in the Public Garden of the so-called settlement; the latter at Negishi, distant some two miles on a plateau overlooking the sea, a spot of rare beauty. There are two lawn tennis clubs; one for men only, its meeting-place, the cricket ground; the other, called the "Ladies Club," but admitting gentlemen also, has its ground in the Bluff Garden, amid exceptionally picturesque surroundings. On the Bluff also there is a Public Hall, where theatrical and other entertainments are given, sometimes by the Yokohama Amateur Dramatic Society, an association comprising exceptional talent. Places of worship are not as conspicuous as in the average European or American town, their chief distinctive feature, a steeple, being impossibe in a country so subject to earthquake shocks. There is, however, a handsome new brick-and-stone building, called Christ Church, on

the Bluff, where the Anglican section of the community meet; there is another Protestant place of worship, Union Church, at No. 167 in the "under-hill town," and there is a Roman Catholic Cathedral at No. 80.

It need scarcely be said that Yokohama is excellently equipped with post-offices, telegraphs and telephones, and that the post-office-order and parcels-post systems are in full operation. The charge for telegrams is uniform to every part of the empire, namely 5 *sen* per word (in any European language) with a minimum charge of 25 *sen*, addresses being included in the number of words. For a Japanese telegram of 15 *Kana* syllables—which, if skilfully composed, represents about 7 English words—the charge is 20 *sen*, and for each additional group of 5 syllables 5 *sen* more must be paid. A tourist assisted by his guide can generally convey telegraphic communications more cheaply in Japanese than in a foreign language. Telephonic connexion with all parts of the empire is not yet established, but Yokohama, Tōkyō, Kobe, Osaka, Kyōto, Nagoya, Nikkō and many other places are in touch and can easily be reached from any part of the exchanges.

Good *bric-a-brac* stores kept by foreigners have become a feature of the ex-settlement district, the best of them being the Fine Art Gallery (Messrs. Arthur & Bond), No. 38; Messrs. Kuhn & Komor, No. 37; Messrs. Ellson and Delf, No. 32; and Mr. Kuhn, No. 57. A visitor to these stores

enjoys the advantage of seeing larger collections of miscellaneous objects than can be found in the comparatively limited premises of Japanese dealers, and of obtaining a proportionately wide conception of the achievements of modern Japanese art. But of course there is some set-off in the matter of price, and travellers not pressed for time and not without some knowledge of their own requirements, will be disposed to visit the Japanese stores in Honchō-dōri and Benten-dōri (extra-settlement town) where specimens highly interesting and various may be found. Yokohama has in its immediate vicinity the kiln of one of the greatest keramists Japan has ever produced, Miyagawa Shōzan, commonly called Makuzu. His factory is at Ota-mura, a few minutes' drive distant by *Jinrikisha*, and it is one of the pastimes of lovers of art-products to visit the place at the time of a kiln's opening, when *chefs-d'œuvre* unforeseen by the master himself sometimes emerge from the accidents of the furnace. Persons not fortunate enough to be present on these occasions may often find good specimens of Makuzu porcelain at the *Bisan-sha*, a store in Honchō-dōri. Of late years too, Yokohama has distinguished itself as the principal emporium of modern Japanese silver-ware. In feudal times the Japanese were the greatest metal-sculptors in the whole world. But when, in 1876, the *samurai's* sword, upon the furniture of which most of the renowned metal-workers' efforts were expended, went finally out of use, there ensued

a period of unproductiveness almost complete by comparison, metal-sculptors not having yet evolved the conception of producing articles for foreign domestic use. So soon as the opportunities of that new field were appreciated, it was quickly exploited, and now at the. celebrated old store, *Musashi-ya*, and at the modern stores, *Bisan-sha* and *Kōnoike*, all in Honchō-dōri, large assemblages of tea and coffee services, salvers, table ornaments, spoons, and such things may be seen, illustrating the skill and taste of the modern silver-smith. It has to be confessed, however, that competition, which, where the average foreign buyer is concerned, becomes merely a question of price, has gradually debased the quality of these works, so that they are now very far from representing the Japanese sculptor's highest capacity. To obtain examples of the latter a connoisseur must order what he wants, instead of selecting from ready-made specimens, and must be content to pay a more liberal price. Another virtually modern development is the application of Japanese wood-carving, a notable branch of artistic capacity, to ornamenting house-furniture for Occidental use. Good specimens of this may be seen at the rooms of the Endo Art Furniture Company, No. 25 Uchida-chō, Rokuchōme; and persons desirous of finding beautiful silks and embroideries, bronzes, cloisonné and cloisonless enamels, ivories, lacquers, faience, Japanese stationery, now one of the country's celebrated products, coloured photographs of

scenery and costumes, paintings and sepia drawings in styles of the old and new schools, together with many other interesting objects illustrating Japanese taste and ingenuity, have a rich field in the shops of Honchō-dōri, Benten-dōri, and their adjacent streets.

It may be well to add here a few generally applicable words about the art products of Japan, which constitute objects of paramount attraction to many visitors. The first point to be regarded as axiomatic is that what are known as " Old Curios " no longer exist in Japan, or, at any rate, exist in such small quantities as to be practically unprocurable. There are few greater delusions than that of the tourist who imagines that he can visit Japan, and pick up here and there at remote places or in generally overlooked *bric-a-brac* stores, fine and cheap specimens of lacquers, of porcelain and pottery, of metal work, of pictures, of ivories, of textile fabrics, of enamels or of chromoxylographs. The time is past when any fortunate finds of that nature were possible. The store of attractive master-pieces that Japan once possessed has been reduced to insignificant proportions by continuous exports abroad; the comparatively small number that remain are jealously treasured by Japanese collectors who have thoroughly awaked from the mood of indifference that overtook them during the first two decades of the *Meiji* era ; and each part of the country is now perpetually and diligently ransacked by Japanese experts and dealers

who know that a sure market offers for every *chef-d'œuvre* they can obtain. The casual foreign traveller has no chance among such conditions. But if genuine specimens of old workmanship do not offer themselves, there is always an abundant supply of imitations. They owe their existence to the singular phantasy common to so many collectors, namely, that to be good, an object of art must be old, and that to be old, it must show marks of age. The antiquarian or the student of a nation's art history may have reasons for determining the age of a specimen, but for the intelligent virtuoso, who seeks above all things technical and artistic beauty, the question of age centres upon one point alone, namely, that particular classes of objects reached their zeniths of excellence in particular periods, and that, consequently, a presumptive *cachet* of superiority belongs in each case to works of a special era. For the rest, age or youth is quite immaterial. Discolorations and flaws suggesting the passage of years or the results of use, are not in themselves recommendations and should not enhance the value of an art object in the eyes of rational persons. Yet there are numerous collectors who look for such disfigurements, and the Japanese manufacturer is not slow to cater to their strange taste.

Many of the so-called "old curios" produced in obedience to this demand are sent to Nikkō, Nara or other places of antique renown, and are there offered to the travel-

ler as treasures which have just emerged from some temple's store of heirlooms. It is well to remember that the wares stocking the shops or furnishing the packs of peddlers in such places have been procured from Tōkyō, Osaka, Kyōto or some other great centre of production, and that to buy them at Nikkō or Nara is simply to pay so much extra for their porterage thither, and to be saddled with the needless trouble of carrying them back again. Unless the tourist has special expert knowledge, he will be well advised if he confines himself strictly to modern works. It is a complete misconception to suppose that the Japanese artist and artisan of the present era are inferior to their predecessors of fifty or a hundred years ago. In many respects the advantage is with the men of to-day, and by being content with the beautiful objects of art workmanship they produce, the foreign collector will cease to be deceived himself and to offer to others a premium for practising deception.

Yokohama has no lions of its own : the town is essentially an outgrowth of modern Japan's foreign commerce. But its immediate vicinity abounds in regions of great scenic beauty, as Mississipi Bay, Dixon's Hill, Macpherson's Hill, the Plains of Heaven and Sugita, while within easy reach are several other places of note which are referred to elsewhere in this volume. A railway station in the northern quarter of the town gives access to the main trunk line of Japan, the *Tōkaidō Tetsudō*, or Eastern Sea Railway, which

at Tokyō joins the great northern line and at Kobe the great southern, these, in turn, having connexions with many branch routes to the western coast and the provinces in the interior.

BANKS.

Of course the chief bank in Yokohama, as in every Far-Eastern Settlement, is the Honkong and Shanghai Corporation, at No. 2. This Bank has the advantage of being affiliated with the Mitsu Bishi Bank (*Mitsu Bishi Gōshi Kwaisha*) in Tōkyō, and the traveller is thus enabled to obtain letters of credit to all the principal places in the interior of Japan. The Chartered Bank of India, Australia and China has an establishment at No. 58; the International Bank at No. 57; the Russo-Chinese Bank, which of late years has assumed a position of much importance in consequence of the immense development of Russian official enterprise in Eastern Asia, is located at No. 180; the Chartered Mercantile Bank has an agency at No. 1; the Yokohama Specie Bank (*Shōkin Ginkō*), a national institution which discharges important functions in the field of foreign trade and is much used by foreigners, has its head quarters in Minami Nakadōri; the Mitsui Bank, another celebrated Japanese institution, has a branch at No. 21 in Honchō, and there are also seven other Japanese banks that enjoy a large share of

public credit, especially the First (*Dai-Ichi-Ginkō*), No. 72, and the Hundredth (*Dai-Hyaku-Ginkō*), in Honchō, Shichō-me.

CONSULATES.

The foreign consulates, though there remains to them only a fraction of the importance they possessed in the days when they exercised judical functions, are still conspicuous features of the ex-settlement. The Austro Hungarian is situated at No. 76-B. Bluff; the Belgian at No. 203-B. Bluff; the British at No. 172; the Brazilian at No. 81; the Chinese at No. 135; the Danish at No. 209; the French at No. 185 Bluff; the German at No. 24; the Italian at No. 32; the Mexican at No. 153; the Netherlands at No. 89-B; the Peruvian at No. 70; the Portuguese at No. 32; the Russian at No. 171; the Spanish at No. 244-D Bluff; the Swedish and Norwegian at No. 89-B, and the Swiss at No. 55 Bluff.

HOTELS.

There are no less than 12 foreign hotels. The three principal are situated on the Bund facing the sea; namely, the Grand Hotel (Nos. 18, 19 & 20), the Oriental Palace Hotel (No. 11), and the Club Hotel (No. 5). Two are on the Bluff, namely, the Bluff Hotel (No. 2) and the Springville

Hotel (No. 25-A). The remaining seven are in the former settlement, namely the Beresford (No. 88-B), the Central (No. 179-B), Clausen's (No. 66), the Genève (No. 26), the Hotel Restaurant de Paris (No. 74), the Dentici Private Hotel (No. 109) and Wright's (No. 40). Those who desire Japanese food can be well served at Sanomo in Ōta-machi, and those that wish to lodge in Japanese style have the choice of Fukui Chubei's inn in Benten-dōri; Kōno Keiji's in Sumiyoshi-chō; Matsui Motohachi's in Honchō; Takano Kameyemon's also in Honchō; the Nissei-ro in Ōta-machi; the Manka-rō in Sakai-chō, and the Asahi-tei in Sakai-chō. It should furthur be mentioned that there is a good restaurant where foreign food can be obtained on the second floor of the railway station; that the Nissei-rō in Ōta-machi has a very tolerable foreign cuisine, and that excellent confectionary and refreshments can be obtained at Fūgetsu-dō (Honchō).

STEAMSHIP COMPANIES.

A great number of S. S. Companies have offices in Yokohama, as the following list will show:—

Apcar Line of Steamers	...No. 72.
Austrian Lloyds Co.	...No. 26.
Barber & Co.'s Steamers	No. 50-C.
"Ben" Line of Steamers	...No. 50.
British India S. N. Co.	...No. 27.

Canadian Pacific S. S. Co.... No. 14.
China and Manila S. S. Co. No. 27.
China Mutual S. N. Co. No. 7.
China Navigation Co., L'td. No. 7.
Compania Maritima, Manila. No. 72.
Compania Transatlantica, London. No. 76.
Compagnie des Messageries Maritimes. ...No. 9.
Eastern and Australian S. S. Co., L'td. ...No. 50.
" Gibb " Line of Australian Steamers. No. 50-C.
" Glen " Line of Steamers. No. 1.
" Guion " S. S. Co., L'td. No. 50-C.
Hamburg America Steamship Line No. 54.
Imperial German Mail Line. No. 29.
Indra S. S. Company. No. 1.
Indo-China S. N. Co. No. 1.
" Milburn " Line of Steamers. No. 50-C.
" Mogul " Line of Steamers. No. 50-C.
Natal Line of Steamers. No. 50-C.
Navigazione Generale Italiana.... No. 29.
NIPPON YUSEN KAISHA. Shichōme, Kaigan-dōri.
Nordeutscher Lloyd No. 29.
Northern Pacific S. S. Co.... No. 50-C.
Northern Pacific Railway Company ... No. 50-C.
Occidental and Oriental S. S. Co. No. 4.
Ocean Steamship Co. (Holt's Line).... ...No. 7.
Pacific Mail Steamship Company. No. 4.
Peninsular and Occidental S. N. Co. ...No. 15.
Portland and Asiatic S. S. Co. No. 27.
Russian Volunteer Fleet. No. 72.
" Shell " Line of Steamers. No. 27.

" Shire " Line of Steamers. No. 27.
Tōyō Kisen Kaisha. No. 4.
" Union " Line of Steamers. No. 27.
U. S. & China-Japan S. S. Line. No. 54.
" Warrack " Line of Steamers.... ... No. 50-C.

CLUBS.

There are two foreign clubs, namely, the Yokohama United Club (No. 4-B), and the Club Germania (No. 235).

LANDING AND FORWARDING AGENTS.

The NIPPON YUSEN KAISHA landing and shipping Department (Kaigan-dōri); Messrs. Helm Brothers (No. 43); Messrs. MacArthur and Company (No. 10); Mr. A. Weston (No. 42-C. & 8 Customs Hatoba); Messrs. Owston and Company (No. 50); the Pier Traffic and Lighter Company (No. 29 Kaigan-dōri); the Union Dray & Lighter Co. (No. 103), and the Gaishinsha (Aioi-chō).

PHOTOGRAPHERS AND STATIONERS.

Excellent photographs, coloured and uncoloured, of Japanese scenery costumes and customs may be obtained at Mr. Tamamura's (No. 2 Benten-dōri); at Messrs. Farsari and Company (No. 1 Yatozaka); at Mr. Kimbei's (No. 7 Honchō-dōri); at Mr. Ogawa's (No. 25 Benten-dōri); at Mr. Enami's

(No. 9 Benten-dōri); at Mr. Suzuki's (Nos. 1 & 2 Masago-chō); and at Mr. Yamabe's (No. 12 Bund). The Japanese having developed great skill in the art of taking photographs and colouring them, these pictures attract much attention.

Picture books and decorated stationery, including New Year and Christmas cards, are also to be included among the essential productions of modern Japan. These may be obtained at Tanikawa-ya (Minami Naka-dōri); at Messrs. Kelly & Walsh (No. 60); at Messrs. Maruya & Company (No. 28 Benten-dōri) and at Messrs. Kingsell and Company (No. 53). Further at Messrs. Kelly & Walsh and at Messrs. Nara-ya and Company well-stocked libraries offer a supply of publications on the Far East, and those desirous of procuring specimens of the celebrated chromoxylographs of pre-*Meiji* Japan should repair to the store of Mr. Kobayashi (No. 42 Honchō).

DEALERS IN WORKS OF APPLIED ART.

Of these there are many. Some have been already referred to but for the sake of convenience the principal may be tabulated thus :—

Embroideries, cut velvets, silk and cotton stuffs etc., Takashima-ya (Benten-dōri); Shōbei (Honchō-dōri); Shieno (Honchō-dōri); Ishikawa-ya (Onoye-chō); Tanabe (Honchō-dōri); Nozawa-ya (Benten-dōri); Yamamoto (Benten-dōri);

Tsuru-ya (Ishikawa-machi); Tōyō (Sakai-chō); Ewata (No. 35); Yamaguchi (Ōta-machi); Gotō (Benten-dōri); Yamamoto (Honchō-dōri); Hatanaka (Hanazaki-chō); Sugawa (Honchō); Ishibashi (Hagoromo-chō); Mizushima (Honchō); Ebisu Shōten (No. 16); Furukawa (No. 185); Narita (No. 1 Yato-zaka); Saitō (No. 97); Shimasaki (Honchō); Takemura (Honchō); etc.

ENAMELS (Cloisonné & cloisonless)

Musashi-ya (Honchō-dōri); Gotō (Uchida-chō); Kawano (No. 31 Honchō-dōri); Itō (57 Honchō); Komi-ya (No. 9 Honchō); Kanō (Honchō); Satō (Sakai-chō); etc.

LACQUER WARE.

Katō (No. 12 Benten-dōri); Fukui (Honchō-dōri); Imamura (Honchō-dōri); Nushi-ya (No. 8 Honchō); Kobayashi (No. 4 Benten-dōri); Tanaka (49 Honchō); Doi (Furō-chō); Hayashi (Sumiyoshi-chō); Yokohama Shikki Gōshi Kaisha (Moto-machi); Fuji (Kotobuki-chō); and 25 others.

PORCELAIN AND FAIENCE.

Tashiro-ya (No. 40 Benten-dōri); Chindo (No. 17 Honchō); Matsuishi-ya (No. 22 Honchō); Echigo-ya (No. 10

Honchō); Nikkō (Nos. 275 & 1 Benten-dōri); Hattori (No. 1 Benten-dōri); Watatani (No. 46 Honchō); Kawamoto (No. 18 Honchō); and 21 others.

BRONZES.

Katō (12 Benten-dōri); Hashimoto (Ōta-machi); Kakuha (Honchō); Miyako Shōten (Moto-machi).

BAMBOO WARE.

Moriyasu (Benten-dōri); Tanabe (Moto-machi); Nakamura (Moto-machi); Endō(No. 25 Uchida-chō).

BRIC-A-BRAC STORES.

Musashi-ya (Honchō); Takahashi (Moto-machi); Gotō (Uchida-chō); Murata (Yokoyama-chō); Hattori (Benten-dōri); Ikeda (Sumiyoshi-chō and Benten-dōri); Itō (Nishi Tobe-machi and Moto-machi); Kawano (Benten-dōri and Honchō); Kōnoike (Honchō); Miyata Shōten, Fan-manufacturer (Benten-dōri); Nakayama (Benten-dōri); Nishikawa (Honchō); Samurai Shōten (Honchō); Yamamoto (Benten-dōi); Bisan Sha (Honchō); Moriya (Onoye-chō); Benten and Company (Honchō); Suzuki, tortoise shell (Moto-machi); Minoda (Honchō); Miyamoto (Benten-dōri); Moriya (Onoye-chō); and many others in addition to the foreign stores already mentioned.

ART FURNITURE.

Endō (Uchida-chō); Tanabe (3 stores in Moto-machi); Nakamura (Moto-machi); Takada (Moto-machi); etc.

HORTICULTURISTS

(Exporters of lily-bulbs, Japanese plants, etc.)

Nursery Company (Nakamura Bluff); Yoshino (Yato-zaka); Boehmer & Co. (28 Bluff).

BAZAARS.

Yokohama Bazaar (Public Garden); Yokohama-kan (Shibai-machi); Tōyō-kan (Shibai-machi); Teikoku Shōhin-kan (Shibai-machi).

PAPER WARES.

Hasegawa (Hōrai-chō); Ishii (Ōta-machi); Chōkai (Chōja-machi); Nihon-shi Yushitsu Gōshi Kaisha (Sakai-chō); Ogawa (Sumiyoshi-chō); Iwai (Ōta-machi); Kitamura (Benten-dōri); Okamoto (Onoye-chō); Yorozu-ya (Ōgi-chō); Tanikawa (Minami Naka-dōri); Itō (Sumiyoshi-chō); etc.

Kobe. Leaving Yokohama on Saturday afternoon, the steamer reaches Kobe (a distance of 350 miles) on the afternoon of Sunday, and remains there until Tuesday morning, so that the traveller has time to visit Kyōto and Osaka, or to make a tour of the scenic beauties in the neighbourhood of Kobe.

Kobe is the brightest and healthiest of all the foreign settlements in Japan, its pure dry air and granite subsoil conferring advantages not to be found elsewhere. Its commercial development, too, has been most remarkable during recent years, for, whereas in 1878, a decade after its opening to foreign trade, its exports and imports aggregated only 12½ million *Yen* against a corresponding figure of 40½ millions for Yokohama, Kobe's total in 1903 was 219 millions, and Yokohama's 228. Kobe's excellent railway com-

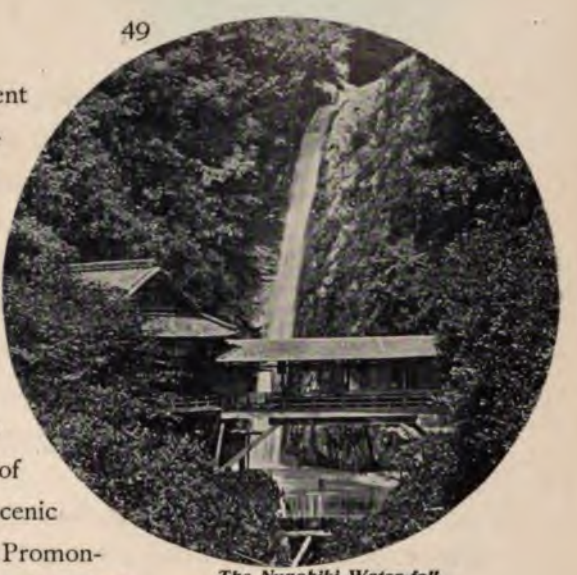


General View of Kobe.

munications both north and south, and its proximity to Osaka, the natural commercial and manufacturing centre of Japan, are the chief reasons of this development, and many persons predict that the place will, one day, outstrip Yokohama altogether. Long ago the original settlement was found too narrow, and foreigners received permission to lease lands and houses direct from Japanese owners beyond the treaty limits, privilege which, together with that of building villas on the hills behind the town, subsequently caused some diplomatic complications and gave rise to litigation. The adjacent Japanese town of Hyōgo contains over 274,000 inhabitants against about 1,200 in the foreign settlement, exclusive of Chinese, who aggregate nearly 2,000.

Many places of interest and beauty are within easy reach of Kobe. Among them the two perhaps most worthy of a visit are Himeji and the island of Awaji: the former for the sake of its ancient castle, one of the largest and best preserved in Japan; the latter, because it is the first part of Japan supposed to have been created by the heavenly couple, Izanagi and Izanami, and because of its great natural beauty as well as of numerous historical associations.

Hyōgo itself is historically celebrated on account of an attempt made in the twelfth century by the Taira Chief Kiyomori to remove the capital thither from Kyōto; a brief change which nevertheless involved disaster for the imperial city and furnished a theme for lament by many annalists and



The Nunobiki Water-fall.

poets. A monument to this once omnipotent chieftain may be seen at the Buddhist temple Shinkō-ji; whence a few minutes' drive takes the visitor to one of Kobe's greatest scenic attractions, Wada Promontory (*Wada no Misaki*). Other places, easily accessible and well repaying a visit, are Ikuta, with its temple said to have been founded by the warlike Empress Jingo in the third century; the Nunobiki Waterfalls; the Moon Temple on Maya-san; Minō with its cascade and its wealth of autumnal tints; Takarazuka and Hirano, noted for their mineral springs whence are obtained the now widely drunk Tansan and Hirano waters, and Arima, the favourite summer resort of Kobe residents.

BANKS.

The Hongkong and Shanghai Banking Corporation, (No. 2 Kaigan-dōri); the Chartered Bank of India, Australia

and China, (No. 26 Naniwa-machi); the Russo-Chinese Bank, (No. 8-B Naniwa-machi); the Mitsu Bishi Gōshi Kaisha, (No. 3 Kaigan-dōri); the Mitsui Ginkō, (No. 10 Sakaye-machi); the Dai-ichi Ginkō, (No. 15 Sakaye-machi); the Nippon Bōyeki Ginkō, (No. 19 Sakaye-machi); the Sumitomo Bank, (No. 12 Sakaye-machi); the Yokohama Specie Bank, (No. 26 Sakaye-machi).

CONSULATES.

Austro-Hungary, (No. 9 Naniwa-machi); Belgium, (No. 10 Kaigan-dōri); Brazil, (No. 10 Kaigan-dōri); China, (Shimoyamate-dōri); Denmark, (No. 9 Kita-machi); France, (No. 90 Yedo-machi); Germany, (No. 115 Higashi-machi); Great Britain, (No. 9 Naniwa-machi); Italy, (No. 118 Yamamoto-dōri); Netherlands, (No. 8 Nakayamate-dōri); Peru, (No. 104 Yedo-machi); Portugal, (No. 118 Yamamoto-dōri); Russia, (No. 13 Yamamoto-dōri); Spain, (No. 90 Yedo-machi); Sweden and Norway, (No. 16-B); Switherland, (No. 115 Higashi-machi); United States, (No. 5 Harima-machi).

STEAMSHIP COMPANIES.

Apcar Line of Steamers, (No. 26 Naniwa-machi); American Asiatic S. S. Co., (No. 63 Kita-machi); Austrian Lloyds Co., (No. 54 Hama-machi); Barber Line, (No. 5

Kaigan-dōri); " Ben " Line of Steamers, (No. 7 Kaigan-dōri); Boston S. S. Co., (No. 5 Kaigan-dōri); Boston Tow Co., (No. 5 Kaigan-dōri); British India S. N. Co., Lt'd., (No. 26 Naniwa-machi); Canadian Pacific S. S. Co., (No. 14 Naniwa-machi); China and Manila S. S. Co., Lt'd., (No. 54 Hama-machi); China Mutual S. N. Co., (No. 103 Yedo-machi); China Navigation Co., Lt'd., (No. 103 Yedo-machi; Chinese Eastern Railway Company Sea-going S. S. Services, (No. 10 Kaigan-dōri); Compania Trans-atlantica, (No. 54 Hama-machi); Compagnie des Messageries Maritimes, (No. 6 Harima-machi); Compania Maritma, Manila, (No. 20 Harima-machi); Douglas S. S. Co., Lt'd., (No. 20 Harima-machi); Eastern and Australian S. S. Co., Lt'd., (No. 7 Kaigan-dōri); East Asiatic S. S. Co. of Copenhagen, (No. 54 Hama-machi); Eastern Navigation S. S. Co., (No. 1 Kaigan-dōri); " Gibb " Line of Australian Steamers, (No. 8 Kaigan-dōri); " Glen " Line of Steamers, (No. 107 Ito-machi); " Guion " Line of Steamers, (No. 5 Kaigan-dōri); Hamburg-America Line, (No. 12 Kaigan-dōri); Indo-China S. N. Co., Lt'd., (No. 107 Ito-machi); Indra Line, (No. 107 Ito-machi); " Milburn " Line of Steamers, (No. 5 Kaigan-dōri); " Mogul " Line of Steamers, (No. 5 Kaigan-dōri); Natal Line of Steamers, (No. 5 Kaigan-dōri); Navigazione Generale Italiana, (No. 10 Kaigan-dōri); New York and Oriental S. S. Co., (No. 5 Kaigan-dōri); NIPPON YUSEN KAISHA, (No. 10 Kaigan-dōri); Norddeutscher Lloyd, (No.

10 Kaigan-dōri); Northern Pacific S. S. Co., (No. 5 Kaigan-dōri); Ocean Steamship Company, (No. 103 Yedo-machi); Occidental and Oriental S. S. Co., (No. 87 Yedo-machi); Osaka Shōsen Kaisha, (Nos. 9 & 2 Kaigan-dōri); Pacific Mail S. S. Company, (No. 87 Yedo-machi); Peninsular and Oriental S. S. Company, (No. 109 Ito-machi); Shell Line, (No. 54 Hama-machi); Shire Line, (No. 54 Hama-machi); Tōyō Kisen Kaisha, (No. 87 Yedo-machi); Union Line, (No. 54 Hama-machi); United States and China Japan Line, (No. 12 Kaigan-dōri); Warrack's Line, (No. 5 Kaigan-dōri); and many coasting steamers from Kobe and Osaka to the Inland Sea.

HOTELS.

Oriental Hotel, (No. 80 Kio-machi, 87 & 88 Naka-machi); Hiōgo Hotel, (No. 10 Maye-machi); Occidental Hotel, (No. 1 Sakaye-machi); Great Eastern Hotel, (No. 36 Sakaye-machi); Jiyūtei Hotel, (No. 62 Higashi Kawasaki-chō); Club Hotel, (No. 44 Naka-yamate-dōri); Hotel Francais, (No. 24 Shimo-yamate-dōri); Private Hotel, (No. 42 Yamamoto-dōri).

CLUBS.

Kobe Club, (Ono); Club Concordia (German), No. 117 Ito-machi; the Arthletic Club.

LANDING AND FORWARDING AGENTS.

Lyons & Co., (No. 18-B. Akashi-machi); Christensen & Co., (No. 87 Yedo-machi); KAISHŌ-GUMI (FREIGHT AGENTS FOR THE NIPPON YUSEN KAISHA and the Osaka Shōsen Kaisha), (No. 2 Kaigan-dōri); Kaitsū Gōmei Gaisha, (No. 1 Kaigan-dōri); Eastern Navigation Co., (No. 2 Kaigan-dōri).

BRIC-A-BRAC STORES.

Kobe has many of these establishments. Two are under foreign management, namely, that of Kuhn and Komor (No. 81 Kio-machi), and that of Tallers, commonly called the "Daibutsu Galley," at No. 26 Sannomiya-chō. Of the Japanese stores the great majority are in Moto-machi, the best being Ikeda & Co., (No. 24); Hamada's Fine Art Department, (No. 182); Harishin, (No. 59); Nishida, (No. 215); Taniguchi, (No. 221); Inui, (No. 231); Konishi (Silks and Embroideries) (No. 182); Shimizu, (No. 185); Okamoto (lacquer), (No. 189); Tanaka (bamboo work), (No. 194); the Shinto Kaisha, (No. 200); Matsumoto, (Silks and Embroideries), (No. 340); Fujiya, (No. 243); and others.

NEWSPAPERS.

There are two foreign newspapers, both English, namely, the "*Kobe Chronicle*" and the "*Kobe Herald.*"

The Inland Sea.

Leaving Kobe on Tuesday morning, the vessel heads for Akashi Straits, and passing through them after a twelve minutes' voyage, enters the Inland Sea, which is the name given in modern times—for, strange to say, the Japanese formerly had no distinctive appellation for this remarkable sheet of water—to the portion of the Pacific Ocean imprisoned between the main island of Japan on the north and the islands of Kyūshū and Shikoku on the south. Its length, from the eastern point of entry (*Akashi*) to the western point of exit (*Shimonoseki*), is 227 miles, and its width varies from 8 to 40 miles; but so thickly are some parts studded with islets that vessels, threading their way through the intricate channel, pass within stone's throw of the shore



Maikonohama.

at several places. It has never been definitely ascertained how many of these islets break the continuity of the blue surface. But they certainly number thousands, and their endless variety of shape, picturesque grouping, fantastic reflection of sun-light and casting of shadow, as well as the signs that they everywhere show of a peaceful farming and fishing existence, sheltered from ravages of storm or stress of penury, are features of a scene to which no word-painting could do even scanty justice. It is evident that since a distance of 227 miles, often presenting great difficulties of navigation, cannot be traversed by any steamer between dawn and dusk of one day, travellers must be content with witnessing about one half of this incomparable stretch of scenery by day-light, unless, indeed, one should be so fortunate as to leave Kobe at dawn on one's outward voyage from the east, and Shimonoseki also at dawn on one's homeward voyage from the west, thus having two whole days for view-gazing. A most careful and exhaustive account of the Inland Sea and its numerous places of historical interest and scenic celebrity is given in Murray's excellent "Handbook," to which the reader is referred.

About 20 hours' steaming takes the ship to the strait of Shimonoseki, the westerly gate of the Inland Sea. It was here that the final and most forcible blow was dealt to Japanese conservatism, when, in 1863, a combined squadron of British, French, Dutch and American ships bombarded



View of Moji & Shimonoseki.

and destroyed the batteries planted at the entrance to the Strait by the Prince of Chōshū for the purpose of barring the passage of foreign vessels. The task of destruction proved comparatively easy in those days, but seven forts constructed according to the most approved principles of the present time and armed with powerful modern artillery, now guard the narrow passage. In recent days Shimonoseki derived celebrity from the fact that the treaty of peace between China and Japan was concluded there after the war of 1894-5.

The town of Shimonoseki, generally called by the Japanese "Bakan" or "Akamagaseki," lies on the north side of the Strait, and is faced by Moji, a smaller place of recent origin, which, being the terminus of the Kyūshū Railway and having an abundance of coal in its neighbourhood, promises to develop into an important commercial centre. The scenery in the Strait is a worthy preface or climax to that of the Inland Sea, one of the loveliest sheets of water on the face of the globe.

Shimonoseki is the seat of British Consulate. It has a European style hotel (the Sanyō Railway Hotel) and it has two inns (*Fujino and Daikichi*) where an Occidental cuisine is kept. There is no special temptation for bric-a-brac hunters, this part of Japan never having been a centre of art industry. Moji, on the other side of the Strait, has a good foreign inn (*Ishida-ya*) and a well-known Japanese restaurant (*Kawa-u*). At this place is the terminus of the Kyūshū Railway system. Thence trains run to Nagasaki, a distance of 163 miles which is performed in 9½ hours.



Onomichi.

At Tosu junction, on the Moji-Nagasaki road, a branch line carries the traveller to Kurume, Kumamoto and Yatsushiro, and from other points there diverge lines to Sasebo, one of Japan's principal naval ports; to Imari, which gives its name to the celebrated porcelain called in Europe "Old Japan;" to Dazai-fu, where in mediœval times the government of the southern inland had its seat; and to the Orio collieries

RAILWAY AND STEAMER.

One great advantage enjoyed by travellers who take

the westward-bound steamers of the NIPPON YUSEN KAISHA is that they have the option of performing the journey, between Kobe and Shimonoseki by land or by sea. A traveller choosing the land route entrains at Kobe by the Sanyō Railway, and performs the distance (329¼ miles) thence to Shimonoseki in 11½ hours. Then, crossing the strait by steam-ferry-boats, of which there is a service connected with the trains, he resumes the railway journey from Moji, accomplishing the distance (163 miles) thence to Nagasaki in 9½ hours. Thus the whole journey from Kobe to Nagasaki may be done in 22 hours, against 32 hours by steamer—exclusive of any stoppage at Shimonoseki. Inasmuch, however, as the European liners of the Company do not touch at Nagasaki, no very remarkable economy of time is effected by taking the land route from Kobe instead of the sea route. But it will be observed that a steamer leaving Yokohama on Saturday forenoon reaches Moji on the following Wednesday forenoon, and remains there until the afternoon of the same day, so that the total interval between her departure from Yokohama and from Moji respectively is about 102 hours, whereas the journey by train from Yokohama to Kobe (359½ miles) takes only 15 hours, and if to this be added 12½ hours from Kobe to Moji and, say, 4 hours for connexions, it is evident that a traveller can save some 70 hours by the land route. This saving becomes still more marked in the case of a

traveller by the Company's Australian Line. The figures given above show that Nagasaki can be reached from Yokohama in 41 hours by train. But



Miyajima.

the Australian liners, leaving Yokohama on Saturday afternoon, do not take their departure from Nagasaki until the afternoon of the following Friday, and interval of 6 days. Hence it appears that a traveller entraining at Tōkyō or Yokohama four days after the Australian Steamer has left the latter port, can pick her up at Nagasaki.

It should be distinctly understood that the only part of the railway journey performable under the steamer ticket is that between Kobe and Shimonoseki, and that no other shipping company in Japan offers the same facility to its travellers.

The Sanyō Railway is the best equipped of all the lines in Japan, and through a distance of about 50 miles—between Yanaitsu and Hiroshima—it traverses scenery of great beauty. But to appreciate the lovely views afforded by the Inland Sea there is only one method, namely, to make the voyage by water.



A View of Shanghai.

Shanghai.

Leaving Moji on Thursday afternoon the steamer performs the distance (535 miles) thence to Shanghai by Saturday afternoon, and remains in the latter port until the afternoon of Monday. It is often loosely said that Shanghai lies on the Yangtse River, but in truth it is situated in the angle formed by two tributaries of the Yangtse, namely, the Whang-poo, which runs in front of the settlement in a northerly direction, and the Woosung—commonly called the Soochow Creek—which, in the shape of an elongated

letter S, washes the north of the settlement and, entering the Whang-poo at nearly right angle, flows with that river to the estuary of the Yangtse at Woosung. The Soochow Creek is now an insignificant and unsightly stream measuring only 100 yards across, and presenting no obstacle to the spread of the settlement in a northerly direction, so that the Hongkew district, as the area on its northern bank is called, has a considerable Occidental population. Yet this ditch was once a river some three miles wide, and the striking metamorphosis its dimensions have undergone is typical of the rapid changes taking place in the vast plain of Kiangsu, "the Garden of China," where the alluvial deposits carried down the Yangtse Valley by the great river and its tributaries are steadily altering the features of the region. Owing to the operation of this unresting force the Whang-poo also is slowly narrowing, so that the 600 yards of width it possessed a quarter of a century ago are now reduced to 400, and Shanghai, instead of boasting splendid riverine facilities of transport, seems not unlikely to become ultimately an inland city lacking any water communications with the sea. At Woosung where the Whang-poo enters the estuary of the Yangtse, there is a bar that presents a great obstacle to traffic, the average depth of water at high tide being only 19 or 20 feet, so that large ocean-going steamers, unable to proceed up the river to Shanghai, have to lie outside and discharge or land their cargo by the aid of lighters.

The deepening of this bar occupied the virtually fruitless attention of the Shanghai community for many years, and in the Treaty of 1901 one of the penalties imposed upon China after the Boxer outbreak was that she should lend official aid for improving the water approaches to Shanghai. It should be noted to the credit of the Chinese Government ultimately and to that of the Imperial Maritime Customs proximately, that the difficult sea-avenues to the Yangtse estuary are now well equipped with light-houses and buoys



"Small Orphan Island" in the Yangtse.

and the dangers of shifting banks and shoals is thus reduced to a minimum. Woosung is now the site of powerful fortifications planned and armed in accordance with modern standards. It was not without defences in 1842 when exposed to the attack of the first British fleet that ever entered the Yangtse, but its 175 guns proved on that occasion a very ineffective barrier to the invasion of the foreign force.

Broadly speaking, Shanghai may be divided into four

areas; namely, the native city, which is enclosed within walls 3½ miles in circuit, has seven gates and a population of 183,000; the French Settlement which lies between the walled city on the south and a creek called the Yang-King-Pang; the British Settlement, including the American and the German districts, which lies between the Yang-King-Pang and the Soochow Creek and extends beyond the latter to the Hongkew region, and the Suburban, or Bubbling Well district, which lies on the west of the British Settlement. In 1849 Peking was petitioned to enlarge the boundaries of the foreign residential quarters, and this petition having been granted in 1901, the area now included within foreign municipal jurisdiction is 5,618 acres, of which 641 acres are covered with Occidental buildings and 1,000 acres with Chinese buildings, 2,720 acres being devoted to agriculture. The houses in Occidental style aggregate 1,720, with inhabitants numbering 7,622, and the Chinese houses 42,979, with inhabitants numbering 295,000 approximately, independently of the French Settlement and the river population which raise the total to 43,000. The Japanese have a right, acquired in 1901 but not yet exercised, to a separate settlement. It need scarcely be said that the value of fixed property has appreciated enormously in Shanghai since the place became an emporium of foreign trade. Land originally purchased for about £60 an acre is now worth 1,000 times that sum, and whereas the land in the British

Settlement was assessed at a total value of only six millions of taels in 1880, the assessment in 1899 was twenty three millions. There have been some periods of depression in the foreign commerce of the place, but during the past eight



A Pagoda on the Bank of the Yangtse.

years its development has been steady, the total of exports and imports in 1901 having been 44¼ millions sterling against 31¼ millions in 1894. It is worthy of note that whereas Shanghai's foreign commerce in 1901 averaged only some six thousand pounds sterling per head of the European population, Yokohama's foreign commerce in the same year averaged nearly ten thousand pounds.

Shanghai has a remarkably formal aspect owing to the fact that the streets all cross each other at right angles,

one set running north and south, parallel to the Whang-poo, the other east and west. There are many fine buildings in the British Settlement, so that the general aspect of the place suggests solidity and prosperity in an exceptional degree. The bund, which now stretches for a distance of 3½ miles along the river, is an exceedingly handsome thoroughfare, and there are some excellent driving roads that extend into the country. As the population grows, schemes for the making of new roads are projected, and it is probable that before long the carriages with which the settlement now abounds —rich Chinese residents having learned to appreciate fully the luxury of this kind of conveyance—will be able to traverse a perfectly level avenue more than twenty miles long as far as "the hills"; or rather the small eminences some 300 feet high which alone break the continuity of the immense plains around Shanghai. Originally the "Settlements" were reserved exclusively for Occidentals, but admission was gradually allowed to Chinese under the inducement of rental appreciation, and thus, if the river population be included, there are now about 430,000 native residents against 2,762 British subjects, 1,023 Portuguese, 654 Germans and Austro-Hungarians, 575 Americans, 394 French, 113 Spaniards, 77 Danes, 66 Italians, 109 Swedes and Norwegians, 50 Russians, 831 Japanese, 323 Indians, 174 Manilamen and other Asiatics, 151 of various European nationalities and 63 Eurasians. It is plain that with such an enormous discrepancy between the

numbers of the Chinese and the Occidental residents, the latter have a heavy task in discharging the duties of municipal control which devolve on them. For the foreign residents govern the natives as well as themselves within the limits of the settlements. Juridically the subjects and citizens of the treaty Powers are amenable to their own consular courts only, and the Chinese within the settlements are civilly and criminally responsible to a mixed court over which a Chinese official presides, foreign assessors from the consulates watching the cases. But all functions connected with the practical preservation of peace and good order are discharged by the foreign residents, who for that purpose have organized a kind of republic, having for its executive head a municipal council and for its judicial tribunal a court of consuls. In the Anglo-American Settlement, a million taels,* approximately, are levied annually for municipal purposes, and order is preserved by a force of 822 police, including 83 Europeans and 168 Indians. The French, who call their settlement a "concession" and have always maintained a separate municipal organization, collect about half a million taels yearly, and employ 148 policemen, 42 of them being Europeans. Inasmuch as the European population of the French concession numbers only some 700 and the Chinese population 92,000, the corresponding figures for the Anglo-American settlement

* The Tael is nominally a mass of silver weighing 1⅓ oz. av. It does not exist as a coin, the silver currency of China being represented by a clumsy lump weighing 50 taels and called a "shoe."

being 7,000 and 345,000 respectively, it would appear that thy cost of municipal government in the French concession



View of Wuhu in the Yangtse.

is 5½ taeles per head, approximately, against an outlay of 3 taels in the Anglo-American settlement. There are probably few places in the world where every duty pertaining to municipal administration is more efficiently performed than in Shanghai.

Apart from the fact that Shanghai lies on a tributary of China's greatest water-way, the Yangtse, which gives access to the richest and most thickly populated districts of the Middle Kingdom, the place derives little interest from its surroundings. Gradually, the energy and taste of the European and American population are converting the environs of the settlement into an oasis in the huge hill-less and comparatively treeless plain of Kiangsu. It is possible now to drive along three roads—those of the Bubbling Well, Siccawei and Sinza—which, each through a length of some five or six miles, are planted on both sides with trees and form handsome avenues. Siccawei deserves special notice

on account of its connexion with the story of the Propaganda in the 17th and 18th centuries, and because it is the site of a Jesuit college, where the scientific reputation won by these remarkable religionists in the times of Ricci and Verbiest is well sustained to-day. But, for the rest, Shanghai's attractions are to be found in the creations of its Occidental population—public gardens, parks, recreation grounds, numerous handsome edifices and many important industrial undertakings. Five docks, twelve cotton mills, ginning factories, packing factories, a paper mill, match factories, a flour mill and various other industries impart to the place a remarkable air of industrial activity.

There is an unfounded prejudice in many quarters against the climate of Shanghai, but statistics show that its mean temperature approximates to that of Rome, and that its winter temperature is almost identical with that of London. During July and August a spell of very oppressive heat must always be anticipated, but it is never of long duration, and on the other side of the account stand October and November, two sparklingly delightful and invigorating months. The place is abundantly supplied with fruit, vegetable, fish and game, being in this respect better furnished than any other foreign settlement in China.

HOTELS.

Astor House 7 Whang-poo Road; Central Hotel,

Nanking Road; Hotel des Colonies, rue Montauban; Hotel Metropole, Bubbling Well Road; St. George's Hotel, 205 Bubbling Well Road; Shanghai Mercantile and Family Hotel, 24 Nanking Road; Sunlight Hotel, 82 Bubbling Well Road.

NEWSPAPERS.

Six dailies, namely, the "*Shanghai Times*," the "*North-China Daily News*," the "*New Press*," "*L'Echo de Chine*," the "*Shanghai Mercury*" and the "*China Gazette*;" Five weeklies, namely, the "*North China Herald*;" the "*Celestial Empire*;" the *Osasiatische Lloyd*," the "*Union*," and the "*Sport & Gossip*," and four Chinese papers, namely, the "*Shun-pao*," the "*Hu-pao*," the "*Sin-wan-pao*" and the "*Chung-wei-jih-pao.*"

BANKS.

Banque de l'Indo'Chine, Quai de France; Chartered Bank, Bund; China Export-Import-and-Bank Compagnie, Canton Road; Deutsch-Asiatische Bank, Bund; Hongkong and Shanghai Banking Corporation, Bund; Imperial Bank of China, Bund; London and Westminister Bank, Peking Road; Mercantile Bank of India, Bund; Yokohama Specie Bank, Bund.

CONSULATES.

Austria-Hungary, Whang-poo Road; Belgium, Chao-fung Road; Denmark, Soochow Road; France, rue du Consulat; Germany, Whang-poo Road; Great Britain, Bund; Italy, Museum Road; Japan, North Yangtse Road; Portugal, Haskell Road; Netherlands, Markham Road; Russia, Szechuen Road; Spain, Range Road; Sweden & Norway, North Soochow Road; United States, Whang-poo Road.

STEAMSHIP COMPANIES.

Apcar Line, 23 Bund; Austrian Lloyds, 8 Peking Road; Barber Line, I Canton Road; Ben Line, Bund; China and Manila S. S. Company, Yuen-ming-Road; Canadian Pacific S. S. Company, Bund; China Merchants Steam Navigation Company, Foochow Road; China Mutual S. S. Company, French Bund; China Navigation Company, French Bund; Eastern and Australian S. S. Company,



A View in Hankow.

Bund ; Hamburg-America Line, Kiukiang Road ; Hamburg-America P. A. G. Yangtse Line, Kiukiang Road; Hamburg - America Kiautschou - Tientsin Line, French Bund ; Hanseatic S. S. Line, French Bund ; Indo China S. N. Company, Bund ; Indra Line, Bund ; McBain's Line, Bund ; Messageries Maritimes S. S. Co., French Bund ; Milburn's Line, Canton Road ; Mogul Line, Canton Road ; Natal Line, Kiukiang Road ; Navigazione Generale Italiana, Kiukiang Road ; New York Line, Canton Road ; NIPPON YUSEN KAISHA, Bund ; Norddeutscher Lloyd Hamburg-America Line, French Bund ; Norddeutscher Lloyd Swatow Line, French Bund ; Norddeutscher Yangtse Line, French Bund ; Northern Pacific S. S. Company, Canton Road ; Ocean S. S. Company, French Bund ; Occidental & Oriental S. S. Company, Yah-Loong ; Osaka Shōsen Kaisha, Szechuen Road ; Pacific Mail S. S. Company, Yah-loong ; Peninsular and Oriental Company, Bund ; Portland & Asiatic S. S. Company, Yuen-ming Road ; Russian East-Asiatic S. S. Company, Bund ; Shanghai-Canton S. S. Company, Zay-züng; Shanghai Cargo Boat Company, Way-tu-foong ; Shire Line, Yuen-ming Road ; Tōyō Kisen Kaisha, Yah-loong ; Tug Boat Company, Canton Road ; United States China & Japan S. S. Company, Kiukiang Road ; Warrack's Line, Canton Road.

Hongkong. The European-bound steamers leave Shanghai on Monday forenoon and make the journey—853 miles—to Hongkong by the morning of the following Thursday.

Hongkong's story being one of the most interesting chapters of China's modern history, has been told too often to need repetition here. The island—designated by ideographs which may mean either " good harbour " or " fragrant stream "—is a petty place in dimensions, its length being only 11 miles, its breath from 2 to 5 miles, and its coast line 27 miles. Neither are there many physical attractions, the configuration being a broken range of hills with only two well-wooded valleys and without any appreciable expanse of arable land. Granite and fire-clay are the only natural productions, and among the numerous streams not one attains the dignity of a river. Seen from the water, however, the colony presents not only a beautiful but also an imposing aspect. The harbour is magnificent, a basin measuring ten square miles, stretching from the northern shore of the island to the east of the opposite mainland, enclosed on all sides by hills except on the east and west where its approaches lie and overlooked by the city of Victoria, which, extending 4 miles along the shore, rises in tier upon tier of fine buildings from the water's edge to a height of 400 feet on the precipitous slope of the principal mountain. As an emporium of trade, Hongkong derives special advantages

from its position, for the entrance of the Pearl River is distant only 40 miles, and from thence a journey of 50 miles takes a steamer to the great city of Canton. Thus the island may be said to lie at the very portals of the province of Kwangtung. These advantages had been recognized and pressed upon the attention of the British Government during six years before the Union Jack was hoisted over the island in 1840, and two years more elapsed before this act of "commercial and political expediency" received the official endorsement of China, then beaten to her knees by British arms.



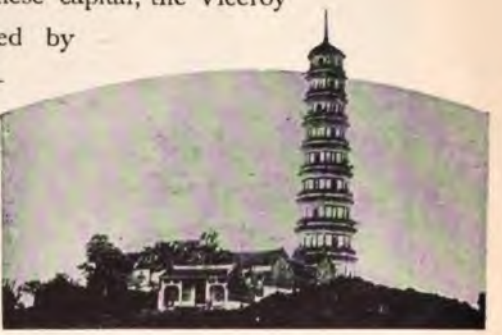
View of

It is a curious fact that, just as in the case of Yokohama, the foreign Representatives would fain have located the settlement at Kanagawa where it could never have flourished, so in the case of Hongkong the British Commissioner showed at first an obstinate conviction that the harbour was strategically unsafe and that Tong-koo must be substituted. But the instinct of the British merchant and the British ship-master never erred in either instance, and has been justified by the record of both places, for Hongkong, as it stands to-day, may fairly be cited as one of the most striking object-lessons the world



Hongkong.

affords of mercantile foresight combined with an unflagging exercise of practical enterprise and energy. Whatever dangers may once have strategically menaced the harbour, they have now been completely averted, for in the year 1898, when China underwent one of those abrogation of territory she suffers periodically at the hands of foreign Powers, reasons were adduced which persuaded her to lease to Great Britain the hinter-land of the Kowloon peninsula, as she had already leased Kiaochou to Germany, Liaotung to Russia and Kwangchou to France. The peninsula itself came into British possession in 1860 by a process illustrating the ironical traces that fate has left upon so many pages of China's modern history. England being in actual occupation of the peninsula—four square miles—as military basis for an expedition against the Chinese capital, the Viceroy of Canton was induced by "friendly" representations to grant a lease of the place to his country's assailant, and this lease ultimately took the form of a permanent cession. Yet so long as the hinterland, remaining in China's hands, could be seized by a power hostile to England, a certain though small measure



Whampoa Pagoda, near Canton.

of danger, menaced Hongkong, and thus, in 1898, Great Britain obtained a 99 years' lease of the territory behind the peninsula—286 square miles of mainland and 90 square miles of islands—to which, by way of punishment for futile resistance offered by the local authorities, she subsequently added Kowloon city. Two regiments of Indian infantry now have their quarters on the peninsula; and a handsome European settlement is in rapid process of development; a bund massively built of granite and various wharves provide landing facilities; sundry important industries are carried on; there are fine hotels, splendid docks, a school erected at the charges of patriotic Chinese members of the Hongkong community; water-works, gas-works and many other evidences of the material civilization that British territorial expansion always brings in its train. Nothing is more remarkable than the hygienic changes that have been effected since the Union Jack was first raised on Hongkong. The island, which lies just on the verge of the tropics and has its harbour on the north so that its range of hills interpose a barrier between the colony and the southern breezes essential to Occidentals' well-being in the Orient, was found at the outset to be a seed-plot of maladies, and existence amid such conditions proved so painful that the place of cemetries received the appellation of "Happy Valley" from those that survived its rapidly growing population, and the very name of Hongkong assumed a sound of terror in English ears. But by vigorous

measures of sanitation, by copious supplies of water and by wholesale afforestation, which will soon have converted the barren slopes of the hills into leafy woods, the climatic and hygienic conditions have undergone such change that to-day there are few healthier places in the Far East. It is true that during recent years the colony's reputation and prosperity have suffered from visitations of the plague, which terrible malady, though indigenous in Yunnan and a frequent visitor at Pakhoi on the Gulf of Tonquin, did not apparently reach Canton until 1894, crossing thence to Hongkong in the same year, destroying 2,500 lives in four months and driving aways some eighty thousands of Chinese inhabitants. Five times during the course of the following seven years the disease repeated its ravages, but always on a decreasing scale, and there are now hopes that vigorous measures of sanitation have deprived it of serious strength.

Looking at Hongkong and observing its handsome stores and residences, its strongly fortified approaches, its botanic gardens, its imposing public buildings, its schools and colleges, its cathedrals, its law courts, its barracks and naval yards, its sanatoria, its extensive wharves and warehouses, its electric tram-ways, its sugar refineries, its ice glass and rope factories, its cement works, its docks, its cotton spinning and paper mills, its crowds of ships and its general air of large business enterprise, one is astonished to find that its resident British population does not greatly

exceed two thousand five hundred. By such a handful of British subjects, barely sufficient to people a second-class village in the United Kingdom, the fortunes of this remarkable colony are directed and its affairs administered. Many other nationals enjoy the liberty of trade which exists everywhere under the English flag. There are some 2,300 natives of continental Europe and America—including 2,000 Portuguese—; there are 1,500 Indians; there are 900 of other races and there are 270 Eurasians, while Victoria has a Chinese population of 182,000 and the newly acquired territory of the Kowloon hinter-land is peopled by 102,000 natives. The garrison numbers about 5,000, in which are included two battalions of Indian troops, and for administrative needs a sum of 4¼ million dollars (silver) is raised annually, which amply satisfies all calls, not excluding appropriations to a sinking fund for the service of a small public debt of about 3½ million dollars. Great Britain's usual crown-colonial system of government is adopted, the machinery being a governor assisted by an executive council of 5 official and 2 unofficial members, and by a legislative council composed of 7 official and 6 private individuals, among these last being 2 Chinese.

Thirty-five years ago the possibility of escaping the summer heat of Victoria City by building residences on the hills that overlook the town had not received practical recognition. The Governor alone had a bungalow on the height,

and as this building was twice torn to pieces in 1866 by the fierce gales that periodically sweep over the colony, private enterprise did not find any encouragement to follow His Excellency's example. But to-day the heights and slopes afford sites for edifices so numerous as to constitute a good-sized village, and a wire-rope tramway furnishes an easy means of access. In the cool though often foggy atmosphere at these elevations, three excellent hotels receive visitors, and there are also a hospital, a military sanatorium and a church. The highest point, the Peak, is 1,823 feet above sea level. There the British ensign floats and a signal station stands.

Hongkong is a free port and thus no accurate statistics are obtainable as to the foreign trade of the place. The most trustworthy estimates put the total of imports and exports at eighty millions sterling, or some six millions more than the corresponding figure for Shanghai. A very large number of ships constantly come and go, the aggregate of the vessels entering and clearing annually being some forty-six thousand, and their total tonnage 17¼ millions.

CONSULATES.

Austria-Hungary (Prince's Building, Ice House St.); Belgium (Prince's Building, Chater Road); Brazil (47 Wyndham St.); Chile (20 Connaught House); Denmark

(Queen's Building); Germany (8 Wyndham St.); France (New Praya); Italy (4 Duddell St.); Japan (Queen's Building); Mexico (22 Bank Buildings); Netherlands (53 Wyndham St.); Portugal (47 Wyndham St.); Russia (Prince's Buildings); Siam (5 Queen's Road); Spain (2 Pedder St.); Sweden and Norway (16 Des Vœux Road); United States (6 Ice House Road).

HOTELS.

Bay View Hotel (20 Shaukiwang Road); Central Hotel (242 Queen's Road); Colonial Hotel (1. Jubilee St.); Connaught House Hotel (Queen's Road); Cosmopolitan House Hotel (Old Buildings, Queen's Road); Craigieburn Hotel (Plunket's Gap, Peak); Hongkong Hotel (Praya); International Hotel (318 Queen's Road); King Edward Hotel (3 Des Vœux Road); Kowloon Hotel (Elgin Road); "Land We Live In" Hotel (332 Queen's Road); New Victoria Hotel (9 Queen's Hotel); Peak Hotel (Peak); Queen's Hotel (40 Elgin Road); Sportsman's Arms Hotel (242 Queen's Road); Stag Hotel (142 Queen's Road); Thomas's Hotel (2 Queen's Road); Travellers' Hotel (12 Queen Victoria St.); Waverley Hotel (8 Ice House St.); Western Hotel (90 Queen's Road, West).

BANKS.

Banque de l'Indo-Chine (New Praya); Bank of New

Zealand (Gilman & Co., Queen's Road, Central); Chartered Bank of India, Australia and China (10 Des Voeux Road Central); London Westminister Bank (Gilman & Co., Queen's Road Central); Mercantile Bank of India (Queen's Road); National Bank of China (Queen's Road); National Provisional Bank of England (Gilman & Co., Queen's Road, Central); Stockholm Enskilder Bank (Gilman & Co. Queen's Road, Central); Western National Bank of New York (Gilman & Co., Queen's Road, Central); Yokohama Specie Bank (Prince's Buildings).

CLUBS.

Hongkong Club (New Praya); Club Germania (Kennedy Road); Club Lusitano (Shelley St.); Peak Club (Plunket's Gap); Victoria Recreation Club (Kowloon); Ladies' Recreation Club (Peak Road).

NEWSPAPERS AND PERIODICALS.

Four dailies, namely, the *Hongkong Daily Press;* the *China Mail*, the *China Post* and the *Hongkong Telegraph;* two weeklies, namely, the *Hongkong Weekly Press* and the *Overland China Mail;* one magazine, the *China Review*, published every second month. There are also 4 Chinese dailies and 2 Portuguese weeklies, and a *Government Gazette* appears once a week.

STEAMSHIP COMPANIES.

American Asiatic S. S. Company (14 Des Vœux Road); Apcar's Calcutta-Hongkong Steamers (Sa-soon); Austrian Lloyds Steam Navigation Company (Prince's Building); Banan S. S. Company (6 Des Vœux Road); Barber's Line (Queen's Buildings, Central Praya); Ben Line (4 Queen's Buildings); Boston S. S. Co. (Queen's Buildings, Central Praya); Boston Transport Company (Queen's Buildings, Central Praya); Canadian Pacific S. S. Co. (Pedder St.); China and Manila S. S. Co. (Shewan Tomes & Co.); China Merchants Steam Navigation Company (38 Des Vœux Road); China Mutual S. Nav. Co. (Tai-koo); China Navigation Company (Taikoo); China S. S. Co. (64 Queen's Road); Douglas S. S. Company (Praya); Eastern and Australian S. S. Co. (4 Queen's Buildings); East Asiatic S. S. Co. (Praya East); Est Asiatique Francaise (Praya East); Gibb Line (4 Queen's Buildings); Hamburg America Line (2 Praya Central); Hongkong Canton and Macao S. S. Co. (Bank Buildings, Wydham St.); Imperial German Mail Line (Praya West); Indo-China S. N. Co. (Pedder St.); Indra Line (Pedder St.); Jebsen Line (12 Des Vœux Road); Jenkins & Co.'s Shire Line (14 Des Vœux Road); Kwong On S. S. Co. (Queen's Road West); Kwong Wang S. S. Co. (Wing Lok St.); Messageries Maritimes Cie. (Queen's Buildings); Milburn's Line (Queen's Buldings, East Praya);

Mogul Line (Queen's Buildings, East Praya); Navigazione Generale Italiana (2 Connaught Road); Natal Line (Queen's Buildings, Central Praya); New York Line (Queen's Buildings, Central Praya); NIPPON YUSEN KAISHA (Prince's Buildings); Northern Pacific S. S. Co. (Queen's Buildings, Central Praya); Nord-Deutscher Lloyd's East Indian S. S. Co. (Praya Central); Nord-Deutscher Lloyd's Oriental Line (Praya Central); Ocean S. S. Co. (Tai-koo); Occidental and Oriental S. S. Co. (Queen's Road); Osaka Shōsen Kaisha; Pacific Mail S. S. Co. (Queen's Buildings); Russian East Asiatic S. S. Co. (Praya Central); Shan S. S. Co. (6 Des Vœux Road); Straits S. S. Co. (Prince's Buildings); Tai-on S. S. Co. (100 Wing St.); Taku Tug & Lighter Co. (Queen's Road); Tōyō Kisen Kaisha (Queen's Buildings); Tōyō Kisen Kaisha Manila Line (Queen's Buildings); Tun Kun Tian S. S. Co. (Prince's Buildings); United States China and Japan Line (2 Connaught Road); Warrack's Line (Queen's Buildings, Central Praya).

Singapore.

The distance (1,552 miles) from Hongkong to Singapore is performed in 5 days, the steamer leaving the former port on the forenoon of Saturday and reaching the latter on the morning of the following Thursday. The stay at Singapore extends to the afternoon of Saturday.

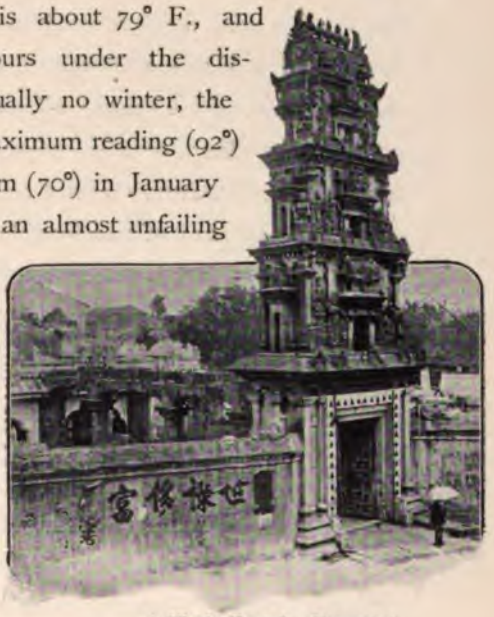
Singapore is an island 26 miles long and 14 broad, its area being 206 square miles, which figure is raised to 233 if the area of the adjacent islet be added. It lies off the south of the Malay Peninsula, from which it is separated by a strait three-quarters of a mile wide. From 1823 to 1867 the place was an appanage of the Indian Government, but in the latter year it passed under the jurisdiction of the Colonial Office, simultaneously with Penang and Malacca, and it has now a governor with executive and legislative councils and all the other machinery of a crown colony. The town proper lies along the shore. It faces nearly south-east, an excellent aspect in tropical climates, and has a frontage of some four miles with a depth of from one half to three-quarters of a mile. The European population of the better class, however, have their residences much further back, Government House



Loading Jetty, Singapore.

being one of the most remote from the sea-shore. In general the island consists of low hills and ridges separated by narrow swampy flats, the highest eminence, which lies about 7 miles from the town, being only 500 feet above the sea. But the district in which the town stands and that in its immediate vicinity are flat. In view of Singapore's strategical value as commanding the routes to and from the Far East, it has been extensively fortified, and its position upon those routes has led further to the building of five docks and wharves as well as to the provision of various shipping facilities. One of the features of the place is the tin-smelting works—the largest in the world—on the island of Pulan Brani, but otherwise the only flourishing industries, unconnected with shipping, are pine-apple preserving and biscuit making. The foreign trade aggregates some thirty-one millions sterling, imports figuring for 17 millions and exports for 14; and the ships that visit the port total about eleven thousand annually, with a tonnage of ten millions, more than one half of the whole being British. Singapore does not present an imposing architectual aspect such as strikes every one visiting Hongkong or Shanghai: it boasts few really fine buildings. To Chinese immigrants the place has always offered exceptional attractions. They number 170,000 out of the total population of 236,000, whereof only 8,000 are Europeans, the rest being Eurasians (4,500), Malays (37,000), Indians (18,000) and other nationalities (3,000). The government of this remarkably cosmopolitan

population has never offered any serious difficulties to British administration, through somewhat troublesome problems have occasionally presented themselves in connexion with the Chinese element. Although Singapore lies only 1°20′ north of the equator, its climate does not present any of the drawbacks usually associated with such a position. It is remarkably salubrious, for though the mean temperature throughout the year is about 79° F., and though the place labours under the disadvantage of having virtually no winter, the difference between the maximum reading (92°) in March and the minimum (70°) in January is only 12°, and there is an almost unfailing daily rainfall which effectually tempers the heat. Tropical luxuriance characterizes the vegetation: the forests abound with splendid timber trees, and many smaller kinds of growth add to the botanical interest. Originally the island was comparatively free from ferocious animals: a small leopard called the "climbing tiger," constituted their chief representative. But the steadily increasing sounds



A Hindo Temple, Singapore.

of life in the prosperous colony reached the ears of the tiger proper on the mainland, a few years ago. He swam the strait and soon marked his presence by a tale of from two to three hundred human victims yearly. It is now believed that this pest has been almost completely exterminated. The adjacent continent has never contributed to the zoology of the island either the elephant, the rhinoceros, the tapir or the ox, but wild hogs abound and the traveller makes the acquaintance of the pelandok, a specie of deer not larger than a rabbit; of the kalong, a kind of bat as big as a raven; of the crocodile; possibly of a cobra some 5 feet long which, when attacked, ejects a poisonous fluid to a distance of nearly 3 yards; of the terrible hamadryad, and of the python. Singapore is celebrated for its turtles, which being very abundant and not constituting an article of native food, may be purchased for a curiously small sum.

CONSULATES.

Austria-Hungary (Battery Road); Belgium (Malacca St.); China (Robinson Road); Denmark (Cecil St.) France (Raffles Quay); Germany (Raffles Quay); Italy (Raffles Quay); Japan (Robinson Road); Netherlands (Raffles Quay); Portugal (Raffles Quay); Russia (Robinson Road); Siam (Collyer Quay); Spain (Raffles Quay); Sweden and Norway (Collyer Quay); United States (Raffles Quay).

NEWSPAPERS.

Straits Times & Singapore Free Press, daily and weekly; *Government Gazette*, two Chinese papers, one Malay & two Tamil.

HOTELS.

Adelphi Hotel (Coleman St.); Bellevue Hotel (Ann Siang St.) Central Hotel (Brass Bassa Road); Grove Hotel (Tanjang Katong); Hotel de l'Europe (Esplanade); Hotel de la Paix (Coleman St.); Raffles Hotel; Raffles Tiffin Rooms; Straits Hotel (Stamford Road); Union Hotel (North Bridge Road); Waverley Hotel (Hill St.)

BANKS.

Bank of Rotterdam (Collyer Quay); Baring Brothers & Co. (Collyer Quay); Chartered Bank of India, Australia & China (Raffles Quay); Coutts and Co. (Collyer Quay); Deutsche Asiastische Bank (Collyer Quay); Deutsche Bank (Cecil St.); Eastern Mortgage Bank (Collyer Quay); Hongkong and Shanghai Bank (Collyer Quay); Imperial Bank of China (Collyer Quay); London and Westminister Bank (Collyer Quay); Mercantile Bank of India (Raffles Quay); National Bank of China (D'Almeida St.); National

Bank of India (Finlayson Green & Co.); National Bank of Scotland (Finlayson Green & Co.); Netherlands India Discount Company (Collyer Quay); Russo-Chinese Bank (Finlayson Green & Co.); Ulster Bank (Collyer Quay).

SHIPPING COMPANIES.

Allan Royal Mail S. S. Co. (Collyer Quay); Apcar Line (Collyer Quay); Asiatische Kuesternfahrt Ges. (Cecil St.); Asiatic S. N. Company (Katz Brothers); Atlantic Transport Company (Finlayson Green); Austrian Lloyds S. N. Co. (Cecil St.); Barber Line (Collyer Quay); Ben Line (Prince St.); British India S. S. Co. (Collyer Quay); Chargeurs Reunis Line (Change Alley); China Mutual S. N. Co. (Finlayson Green); China Navigation Co. (Collyer Quay); Chinesiche Kuesternfahrt Ges. (Cecil St.); Cie Francaise de Cabotage des Mers de Chine (Change Alley); Cie Russe de Navigation et Commerce (Finlayson Green); Commercial Service Line (Collyer Quay); Compagnie Nationale de N. Marseilles (Collyer Quay); Currie & Co's India-Australia S. (Battery Road); Danish Russian S. S. Company (Ginsburg & Co.); Deutsch Australia Dampf. Schiff. Ges. (Collyer Quay); Deutsche Ostafrica Line (Collyer Quay); Eastern Australia S. S. Co. (Collyer Quay); Gibb Line (Prince St.); Glen Line (Collyer Quay); Gulf Line (Collyer Quay); Hamburg-America Line (Col-

lyer Quay); Hamburg-sued-Amerika Dampf. Ges. (Collyer Quay); Indo-China S. N. Co. (Finlayson Green); Indra Line (Collyer Quay); Johnson Line (Finlayson Green); McIlraith McEacharn & Co. S. S. Co. (Battery Road); Messageries Maritimes S. S. Co.'s (Robinson Road); Mogul Line (Collyer Quay); Navigazione Generale Italiana (Collyer Quay); New Guinea Co. (Collyer Quay); NIPPON YUSEN KAISHA (Prince St., Collyer Quay); Norddeutscher Ll. (Collyer Quay); Northern Pacific S. S. Co. (Prince St.); Northern S. S. Co. (Ginsburg & Co.); Occidental & Oriental S. S. Co. (Collyer Quay); Ocean S. S. Co. (Collyer Quay); Osaka Shōsen Kaisha (Collyer Quay); Pacific Mail S. S. Co. (Collyer Quay); Peninsular & Oriental S. S. Co. (Telegraph St.); Prince Line (Collyer Quay); Queensland Royal Mail Line (Collyer Quay); Rickmer's Line (Collyer Quay); Russich Baltische Dampf. Ges. (Collyer Quay); Shan Line (Collyer Quay); Shell Line (Finlayson Green); Shire Line (Finlayson Green); Sloman's Line (Collyer Quay); Tan Kim Tian S. S. Co. (Raffles Quay); Union Line (Prince St.); Warrack Line (Collyer Quay); Western Australian S. S. Co. (Collyer Quay).

Penang.

From Singapore to Penang the distance is 408 miles, and the steamer leaving the former port on Saturday afternoon, reaches the latter on Monday morning. Singapore, Penang and Malacca constitute the "Straits Settlements." The dates of their acquisition for purposes of Occidental trade are in the inverse order of this enumeration, Malacca having been settled by the Portuguese in 1611, Penang ceded to Captain Light for the East India Company in 1786, and Singapore taken possession of by Sir Stamford Raffles in 1816. But with regard to their importance as commercial entrepots, Singapore stands easily at the head of the three, Penang occupying second place and Malacca being virtually distanced. Like Singapore, Penang is an inland, but its area is only 107 square miles against Singapore's 206, and its length is 15 miles with a maximum breadth of 10½. It is some 50 miles north of the equator, and a strait whose minimum width is 2 miles separates it from the west coast of the Malay Peninsula, a strip of which, called Province Wellesley, stretching for a distance of 48 miles along the sea-shore with an



N. Y. K. Agency Mar, Penang.

average width of 8 miles, forms part of the settlement, as do also the group of adjacent islets, called the Dindings, which have a total area of 200 square miles. The town is built on a promontory at the point nearest to the mainland, and behind it rises a hill some 2,200 feet high, upon which stand several official and private buildings. It will thus be seen that in point of configuration Penang resembles Hongkong with its peak, and there is a further resemblance in the fact that just as the true name of the city of Hongkong has been replaced by the name of the island, so the true name of the town now called Penang—from Pûlau Pînang, the Malay term—is George Town. But there the resemblance ceases, for Penang does not possess any such claims as Hongkong to architectural grandeur or scenic beauty. Much of the island is still covered with jungle, but along the shores and in a few parts of the interior cocoa-nuts are largely grown. The town, which owes much to its fine harbour, has a population of 160,000 in round numbers, among whom only 1,200 are Europeans and nearly 2,000



A Street in Penang.

Eurasians, the great majority of the purely Asiatic races being Chinese (82,000), after whom come Malays (45,000) and Indians (25,000). In all these towns of the Straits Settlements the per-centage of deaths nearly doubles that of births, a fact attributable to the comparative scarcity of the female element; nevertheless the population, receiving constant accesses by immigration, grows steadily. The Name "Penang" is derived from the fact that the chief product of the place is betel-nut, this with various fruits and nutmegs constituting the only indigenous products. Pepper was at one time grown extensively, the average yearly value of the crop being 3½ millions sterling, but just as India and Ceylon are steadily driving Chinese tea out of Occidental markets, so the peppers of Netherlands India have ousted those of Penang. The annual trade of the place aggregates 117 million dollars (Mexican), and is divided nearly equally between exports and imports; and the number of ships yearly entering the excellent harbour formed by the strait between the island and the mainland, is about 5,200 with a total tonnage of 3¾



View of Public Garden, Penang.

millions. A railway is now in course of construction from Prai on the mainland to Perak, a distance of 317 miles, whence it will probably be extended to Burmah and Siam. Penang is governed by a Resident Councillor and has two unofficial representatives in the Legislative Council at Singapore. The place now owes its importance mainly to the facts that it is a good coaling station and that it is the seat of government for Province Wellesley.

CONSULATES.

Austria-Hungary (M. Dürler of Schmidt Kustermann and Co.); Belgium (Hon. W. C. Brown); Denmark (23 Beach St.); France (M. Coenen, Messrs. Slot & Co.); Germany (M. Sielcken, Messrs. Behn, Meyer & Co.); Italy (M. Oechsle, Messrs. Behn, Meyer & Co.); Netherlands (M. Spakler, Con. General); Portugal (M. Anthony, Messrs. Anthony & Co.); Sweden & Norway (M. Hilton, Messrs. Hutterbach Bros. & Co.); Siam (M. Neubronner); United States (Mr. Otte Schüle, Messrs. Katz Bros.).

BANKS.

Agra Bank (Weld Quay); Chartered Bank of India, Australia and China (Beach St.); Hongkong and Shanghai Banking Corporation; Imperial Bank of China (Weld Quay); Mercantile Bank of India (Weld Quay); National Bank of China (Beach St.); National Bank of India (Beach St.).

NEWSPAPERS.

"*Pinang Gazette Press*", daily and weekly (Beach St.).

HOTELS.

Ayer Etam Hotel (Leith St.); Eastern and Oriental Hotel (Farquhar St.); English Hotel (Beach St.);

STEAMSHIP COMPANIES.

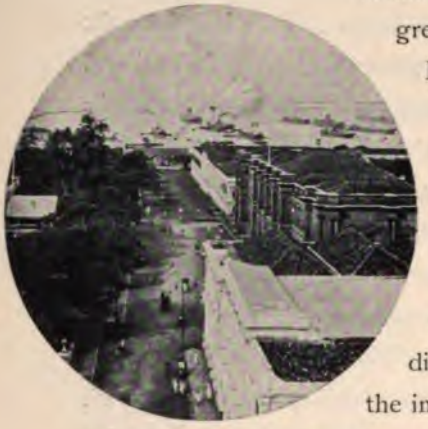
Allan Line (Behn Meyer & Co.); Apcar Line (Downing St.); Asiatic S. N. Co. (Katz Bros.); Atlantic Transport Line (Behn Meyer & Co.); Austrian Lloyds S. N. Co. (Beach St.); Ben Line (Beach St.); Bombay & Persia S. N. Co. (Downing St.); British India S. N. Co. (Beach St.); Canadian Pacific Railway Co. (Weld Quay); China Mutual S. N. Co. (Behn Meyer & Co.); China Navigation Co. (Beach St.); Clan Line (Beach St.); Commercial Service Line (Weld Quay); Compagnie Nationale de Navigation (Weld Quay); Deutsch Austro. Dampf. Ges. (Behn Meyer & Co.); Douglas S. S. Co. (Downing St.); East Asiatic Co., Copenhagen (Behn Meyer & Co.); East Asiatique Francais (Behn Meyer & Co.); Furniss Line (Weld Quay); Glen Line (Weld Quay); Gulf Line (Weld Quay); Hamburg America Line (Behn Meyer & Co.); Hanseatischer Lloyd (Katz Bros.); Indo-China S. N. Co. (Weld Quay); Indra Line (Behn

Meyer & Co.); Kirkland Line (Weld Quay) Koninklijke Paket (Beach St.); Messageries Maritimes (Weld Quay); Milburn Line (Weld Quay); Mogul Line (Beach St.); National S. S. Co. (Weld Quay); Navigazione Generale Italiana (Behn Meyer & Co.); NIPPON YUSEN KAISHA (Boustead & Co., Weld Quay); Norddeutscher Lloyd (Behn Meyer & Co.); Northern Pacific S. S. Co. (Weld Quay); Ocean S. S. Co. (Beach St.); Occidental & Oriental S. S.Co. (Beach St.); Pacific Mail S. S. Co. (Beach St.); Penang Steamship Co. (Beach St.); Peninsular & Oriental S. S. Co. (Weld Quay); Portland & Asiatic S. S. Co. (Beach St.); Queensland Royal Mail Line (Beach St.); Rickmers Line (Weld Quay); Shire Line (Beach St.); Shell Transport & Trading Co. (Weld Quay); Shire Line (Weld Quay); Sloman Line (Downing St.); Standard Oil Co.'s Steamers (Weld Quay); Tata Line (Weld Quay); Tōyō Kisen Kaisha (Beach St.); Union Line (Beach St.); Warrack Line (Beach St.).

Colombo. The steamer leaves Penang on Tuesday afternoon and reaches Colombo on the afternoon of the following Sunday, a distance of 1,290 miles. Galle, which lies on the west coast near the southern extremity of the island of Ceylon, used to be the port of call for steamers of the mail lines, but since 1875 Colombo, sixty miles northward on the same coast, has completely taken the place of Galle, owing to the construction of an excellent harbour and good railway facilities at the former port. Being thus a city of comparatively modern growth, Colombo has many fine buildings, several of which stand on the site of the old Dutch fort—now demolished, and on reclaimed land. No special interest attaches to Colombo itself. It represents the ordinary type of prosperous British Colony with the usual administrative machinery, side by side, however, with evidences of the old-time Dutch occupation, as, for example, the gateway of the ancient fort on which is carved the date of the Dutch Settlement, and the church of Wolfendahl, built in 1749, where may be seen the sepulchres of the Dutch Governors. When the steamer anchors the travellers's attention is speedily attracted by Sinhalese gem-sellers, for the island possesses some 500 gem-pits, whence rubies, sapphires, cat's-eyes, amethysts and star-stones (alexandrite) are occasionally obtained, though the general output consists of garnet, spinels and moon-stone. Fine cat's-eye is peculiar to Cey-

lon and is much prized, but it need scarcely be said that the itinerant vender of these treasures has an equipment of imitations as often as of genuine gems. There is little doubt that a much larger supply of precious stones would be found were European capital invested and European methods employed, but as yet no effective plan has been devised for preventing the concealment and theft of gems by native employees whose services must necessarily be made use of. Far more important to the welfare of the island is the mining of graphite which occurs in considerable quantities and always commands a market, Sinhalese plumbago being the best in the world for making crucibles. Ceylon, which lies off the extreme south-eastern point of the Indian peninsula within seven degrees of the equator, and has a length of 271 miles with an extreme breath of 137 miles, being thus a little less than four-fifths of the size of Ireland, used to be one of the world's important sources of coffee-supply. But a disease against which no effective struggle could be made, destroyed the coffee plant, and it has now been replaced by tea, to the growing of which four hundred thousand acres are devoted out of a total cultivated area of 3½ million acres. In such a latitude as that of Ceylon the tea-plant thrives up to an altitude of 7,000 feet, but the Government deems it necessary, so far as official ownership extends, to preserve the forests on all levels over 5,000 feet, and it results that large areas on high

altitudes continue to be covered with magnificent timber, including Australian eucalyptus, grevilleas, acacias, conifers of India and Japan and many other indigeneous or foreign varieties. During the two days of the steamer's stay in Colombo a traveller may make some beautiful excursions by carriage in the immediate neighbourhood, or may visit the interior by rail, riding, in the latter case, to a height of 6,200 feet by one of the finest mountain lines in the world, and reaching the capital (Kandy) as well as Matole, Gampola and other interesting towns. It is confidently expected that the rapidly-growing system of Ceylon railways will one day be brought into direct connexion with the Indian, engineering experts having decided that a road could be built on the coral reef between the isles that already well nigh bridge the Gulf Mannar. In early times Ceylon abounded with deer and elephants, but these were threatened with extinction under modern conditions, when the Government interfered by establishing a close season and by promoting the organization of a game-preservation society. The island is peopled by about seventy different races, from the aboriginal Veddahs—



Harbour of Colombo.

now numbering only a thousand—who run wild in the woods, to some ten thousand Europeans and Americans. The Shinhales are, of course, the most numerous (some 2½ millions out of a total of 3,200,000 in round numbers), and after them come the Tamils (1 million). Ceylon has proportionately a larger Christian element in its population than any other place in the Orient, about one person in every ten being either Roman Catholic or Protestant. Buddhism possesses upwards of two million followers, but in recent years so much corruption was found to prevail among the priestly and lay trustees of endowed temples that the British Government saw itself compelled to legislate specially for Buddhist temporalities. Of late, however, there has been a revival of earnestness among the devotees of the Indian creed, and like the Buddhists of Japan those of Ceylon are founding schools after Western models and employing the great instrument of education in the cause of propagandism. Few places, indeed, stand in such urgent need of education as Ceylon. The census of 1901 showed that out of a population of 3⅔ millions, approximately, fully 2 millions could neither read nor write. The British Government is making strenuous endeavours to correct this state of affairs. It supports 500 schools wholly and 1,400 partially.

A very large area (625,000 acres) is devoted to the cultivation of cocoa-nut trees; somewhat larger even than that (600,000 acres) devoted to paddy, the staple article of

diet. But the development of the tea-growing industry has been the remarkable feature of Ceylon's recent history. This enterprise may be said to have commenced in 1880. Two years later, the annual export of the leaf aggregated only three-quarters of a million lbs., whereas now it is 1,500 millions. The plantations number about 1,400, giving employment to some 400,000 Tamil men, women and children, and representing a capital outlay of over ten million pounds sterling. The culture of cacao (the chocolate plant) and of india-rubber has also been commenced in recent times and promises to add greatly to the resources of the island.

The hot months in Ceylon are February, March and April, but even though a traveller reaches Colombo at the worst season, he can take the railway for the mountain heights of Nuwara Eleya, where he finds himself at once in a temperate zone.

The National Bank of India, the Hongkong & Shanghai Bank, the Bank of Madras, the Mercantile Bank of India, the Chartered Bank of India, Australia & China, all have agencies in Colombo; other banks have mercantile agencies ; there is a Government Savings Bank in the city and there are post-office savings banks all over the island. The best hotel is that of Mount Lavinia : it was formerly the Governor's country residence.

Suez.

From Colombo, which she leaves on Tuesday afternoon, the steamer crosses the Indian Ocean and, entering the Red Sea, passes thence into the Gulf of Suez, making her first stop at the town of the latter name. The distance (3,389 miles) from Colombo to Suez is traversed in 12 days, so that Suez is reached on Sunday afternoon. Little interest attaches to the town for its own sake. It stands in a sandy plain at the extreme north of the Gulf and presents only one feature worthy of special attention—a feature which it has in common with many other places in Egypt since the country passed under British control—namely, that skilfully devised irrigation is rapidly changing the barren aspect of the district into an appearance of fertility and industry. At a distance of 1¼ miles to the south-east of the town lies the mouth of the celebrated



Entrance to the Suez Canal from the West.

Suez Canal, which the steamer enters after a brief delay to take in her pilot, and, traversing its 88 miles of length, anchors for a few hours at Port Said where the Canal communicates with the Mediterranean.

The idea of canal construction in this region first bore practical fruit in the seventh century before the Christian era, when the interior of Egypt and the Red Sea were brought into indirect water communication with the Mediterranean by means of a canal from Patymos on the shore of the former sea to the present Zagazig on the Nile. This water-way, navigable by the largest vessels of that period, ceased to be usable in the ninth century of the Christian era, the Caliphs having suffered it to fall out of repair. But it does not seem that the conception of directly piercing the Isthmus of Suez occurred to any of the ancients. They were apparently deterred by the imaginary engineering difficulties which long influenced modern experts also, namely, that a canal through the loose sand of the desert could not be preserved, and that the surface of the Mediterranean being, as they supposed, higher than that of the Red Sea, a constant current would set from the former to the latter, exercising a disintegrating effect on the banks of a canal. In the days of Louis XIV the celebrated financier Colbert presented to his sovereign a project for establishing water communication between the two seas, and Napoleon Bonaparte's engineer Lepère advocated the same scheme.

But both plans, tainted by the old fallacy of differing levels, did not look beyond the restoration of the ancient canal of the Pharoahs *viâ* the Nile. With whom the project of directly piercing the isthmus originated, the world does not know. The credit is commonly attributed to M. Ferdinand Lesseps, and certainly without his indomitable perseverance as a projector the political and financial difficulties lying in the path of the scheme, might never have been overcome. Latest information tends to show that he did not conceive the plan but only made practical application of it; nevertheless history justly associates his name with the great understanding, and will always associate it, since, so far as can be seen, without Lesseps there had been no Canal. A curious fact attested by his son is that the Canal may be said to have entered the field of practical possibilities *viâ* the *cuisine*. Said Pacha, afterwards Khedive of Egypt, having been condemned by his father to a system of unpalatable diet as a correction of corpulency, found at the table of M. de Lesseps viands more agreeable and equally efficacious. Succeeding thereafter to the viceroyalty, he readily granted Lesseps' application for the Canal concession. It proved



The Mosque Moschee of Keit Bay, Cairo.

a very expensive concession to Egypt. When the accounts were ultimately made up, it appeared that she had contributed nearly one half of the total outlay, nineteen millions sterling, and for that great disbursement she has never received, and will not receive for some sixty years hence, the smallest pecuniary benefit or return of any kind. In truth, valuable as is the Canal's contribution to the world's facilities of marine transport, the story of the enterprise cannot be placed on the credit side of international morality. Great Britain incurred much censure for her opposition to the



The citated and Mosque Mohammed Ali Patha, Cairo.

scheme. She certainly did oppose it vigorously. Her engineers, with one notable exception, pronounced the

project impracticable. Therein they erred and must bear the odium of error. But the objections of her statesmen were beyond reproach, if it be admitted that a country's interests should inspire its officials' conduct. The opening of the Cape route to India had deprived Venice of her caravan traffic with the Far East. By parity of reasoning the plain conclusion was that the opening of the Suez Canal would transfer England's Far Eastern commerce to countries having close access to Genoa and Marseilles. The apprehension has not been justified by events. The enterprise and energy of her people, overcoming all disadvantages, made England paramount on the new route as she had been on the old, so that she ultimately supplied fully three-fourths of the tonnage passing through the Canal. But none dare affirm that the superior facilities the canal brings within reach of countries washed by the Mediterranean will not in the end warrant the fear entertained by British statesmen when the project of Lesseps first came before them. It is alleged that Lord Palmerston, when asked to explain his attitude of opposition, attributed it to the conviction that if the Canal were made, England would have to annex Egypt since not otherwise could her route to India be secured. Events have attested the accuracy of that forecast. Incidental to the work of constructing the Canal there were many curious incidents. One of the most notorious was the application of the *corvée* system Based on the principle that in a country where prosperity

virtually depends on the safety of its irrigation works there must always be immediately available a large supply of manual labour for their maintenance in times of crisis, the *corvée*



View of Port Said.

system has much to justify it, but recourse to it for the purposes of an essentially commercial enterprise like the Suez Canal is indefensible. By the terms of the concession the Egyptian Government were bound to furnish labour for cutting the canal. They discharged the obligation by wholesale recourse to the *corvée*. Twenty-five thousand men, unpaid, underfed, ill clad and badly lodged, were compelled to toil at the work. They perished by hundreds, and the vacancies were supplied by fresh batches of fellahs, until, the matter

becoming a public scandal, Great Britain instructed her ambassador at the Porte to protest against the employment of forced labour in such a manner and on such a scale. Thus the Khedive received orders from his suzerain, the Sultan, to abandon the system. In the sequel, Egypt, though not guaranteed any direct benefit from the enterprise, had to pay an indemnity of three millions sterling in lieu of the labour she could no longer supply. It need scarcely be said that all the engineering problems connected with the construction of the Canal were ably solved—a natural result of the supervision of French engineers. Seventy-five million cubic metres had to be excavated. In the first 8 years (1859 to 1867) only one-third of the task was accomplished, but in the next two years it was completed. The opening ceremony assumed imposing dimensions. It was attended by the Empress Eugenie, the Prince Royal of Russia, Prince Henry of Holland, and representatives of all the European Powers. The Egyptian Government thus found itself possessed of shares having a face value of four millions sterling and of the right to receive 15 per cent of the Canal's net earning. In 1875 the Khedive sold his shares *en bloc* to England and, shortly afterwards, ceded the royalty to a group of French financiers. The shares now produce a revenue of over 15 million francs and the royalty represents more than 4 million francs annually. But if Egypt fared badly, the Canal proved a splendid success from the point of view of its projectors.

Sixteen years after its opening, English capitalists, originally so much opposed to its inception, conceived the project of a second canal to satisfy the rapidly growing requirements of trade. This difficulty was met, however, by enlarging the width of the Lesseps' Canal from 22 to 37 metres, and the pourparlers preliminary to that issue had the incidental effect of bringing the French projectors into close touch with British capitalists, so that a Suez Canal Council was formed with something of an international nature, its components being 20 French citizens, 10 British subjects, 1 Belgian and 1 Dutchman. The original estimate of M. de Lesseps, an estimate supposed at the time to be altogether too rosy, was



View of Marseilles.

that three million tons of shipping would ultimately pass through the canal annually, yielding a gross income of 30

millions of francs. Ten years after the opening of the Canal these figures were passed, and to-day the tonnage is some 10 millions and the revenue about 100 millions of francs.

Port Said to London and Antwerp.

From Port Said to Marseilles is 1,537 miles and the steamer, leaving the former place on Monday afternoon, reaches the latter on the afternoon of the following Sunday. Marseilles, founded by the Phocœans twenty-six centuries ago, is to-day the largest and most important of the Mediterranean ports. Moreover, its 498,610 inhabitants make it the second town of France. Paris is distant 516 miles by rail, and passengers desiring to break the monotony of the sea voyage, may here take train and reach either the French or the



Palais Long Champ, Marseilles.

English metropolis by easy and rapid travel. Marseilles is benefited largely by the opening of the Suez Canal, which made it the French gate to the Far East, but its development has been impeded by artificial factors which the citizens are now vigorously struggling to overcome, first by improved landing facilities, and secondly by cutting a ship canal to the Rhine at Arles. Thirty-six shipping companies make Marseilles a port of call for their regular services, and the number of ships entering and clearing annually is over sixteen thousand.

The steamer remains at Marseilles from Sunday afternoon to the morning of the following Tuesday, and then



The Tower and Tower Bridge, London.

commences the voyage (1,995 miles) to London, which is reached on the morning of Wednesday week. Seven days

later she starts for Antwerp, a city remarkable for its rapid commercial growth in recent years, its exports having increased from seventeen millions sterling to thirty-three millions in the past decade, its imports from fifty millions to sixty-six millions, and its population having multiplied from 150,000 to nearly 300,000 in a quarter of a century. After a day's stay at Antwerp the vessel proceeds to Middlesborough (316 miles) in Yorkshire, an important centre of English trade with the Far East on account of its large exports of iron and cotton manufactures.

The Voyage Eastward From London.

On her return voyage the steamer leaves Antwerp on Sunday morning and London on Friday afternoon. She



Parliament Building, London.

steams direct from the Thames to Port Said, reaching the latter on the twelfth day, and proceeding at once through the Canal, anchors at Colombo for 24 hours. Penang is not called at, the route being direct from Colombo to Singapore, and thence, after a stay of 24 hours, to Hongkong, where two days are spent. Shanghai also is omitted from the ports of call on the eastward voyage, so that the trip from Hongkong to Kobe is made in 5 days, and the whole voyage from England occupies 47 days, the stops *en route* aggregating 4 days.

Passenger Tariff on the European Line.

Passage Rates Westward (from Japan to Europe).

Yokohama.

	Y										
1st Class.	12.00	**Kobe.**									
2nd Class.	7.50										
Inter.	4.00										
3rd Class.	3.00										
	Y	Y									
1st Class.	24.00	12.00	**Moji.**								
2nd Class.	14.00	7.00									
Inter.	6.00	3.00									
3rd Class.	5.00	2.50									
	Y	Y	Y								
1st Class.	54.00	42.00	32.00	**Shanghai.**							
2nd Class.	33.00	26.00	20.00								
Inter.	18.00	15.00	13.00								
3rd Class.	12.00	10.00	8.00								
	Y	Y	Y	Y							
1st Class.	75.00	65.00	60.00	50.00	**Hongkong.**						
2nd Class.	45.00	40.00	35.00	30.00							
Inter.	25.00	23.00	21.00	16.00							
3rd Class.	18.00	18.00	16.00	10.00							
	Y	Y	Y	Y	Y						
1st Class.	110.00	105.00	105.00	100.00	65.00	**Singapore.**					
2nd Class.	85.00	80.00	80.00	75.00	45.00						
Inter.	45.00	45.00	45.00	42.00	28.00						
3rd Class.	35.00	35.00	35.00	33.00	22.00						
	Y	Y	Y	Y	Y	Y					
1st Class.	125.00	120.00	120.00	120.00	85.00	22.00	**Penang.**				
2nd Class.	90.00	85.00	85.00	85.00	55.00	17.00					
Inter.	50.00	50.00	50.00	50.00	33.00	9.00					
3rd Class.	40.00	40.00	40.00	40.00	28.00	7.00					
	Y	Y	Y	Y	Y	Y	Y				
1st Class.	170.00	165.00	165.00	165.00	135.00	85.00	70.00	**Colombo.**			
2nd Class.	120.00	115.00	115.00	115.00	90.00	55.00	45.00				
Inter.	65.00	65.00	65.00	65.00	55.00	33.00	28.00				
3rd Class.	55.00	55.00	55.00	55.00	45.00	28.00	22.00				
	Y	Y	Y	Y	Y	Y	Y	Y			
1st Class.	390.00	390.00	390.00	390.00	365.00	310.00	310.00	270.00	**Port Said.**		
2nd Class.	265.00	265.00	265.00	265.00	250.00	200.00	200.00	180.00			
Inter.	165.00	165.00	165.00	165.00	150.00	120.00	120.00	110.00			
3rd Class.	135.00	135.00	135.00	135.00	120.00	100.00	100.00	90.00			
	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
1st Class.	450.00	450.00	450.00	450.00	400.00	365.00	365.00	320.00	110.00	**Marseilles.**	
2nd Class.	310.00	310.00	310.00	310.00	280.00	250.00	250.00	220.00	80.00		
Inter.	180.00	180.00	180.00	180.00	170.00	150.00	150.00	135.00	50.00		
3rd Class.	150.00	150.00	150.00	150.00	135.00	120.00	120.00	110.00	40.00		
	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
1st Class.	500.00	500.00	500.00	500.00	450.00	400.00	400.00	365.00	165.00	75.00	**London. Antwerp.**
2nd Class.	330.00	330.00	330.00	330.00	310.00	280.00	280.00	250.00	110.00	55.00	
Inter.	200.00	200.00	200.00	200.00	190.00	170.00	170.00	150.00	65.00	28.00	
3rd Class.	165.00	165.00	165.00	165.00	155.00	135.00	135.00	120.00	55.00	22.00	

Passage Rates Eastward (from Europe to Japan).

Passage rates from London & Antwerp.		
To	1st Class	2nd Class
Colombo	£ 45.0	£ 30.0
Singapore	45.0	30.0
Hongkong	59.0	33.0
Kobe & Yokohama	55.0	35.0

Passengers embarking at Port Said are charged 1st-Class £5 less, 2nd-Class £3 less than the above rates.

Passengers for Penang, Shanghai etc. where the steamers of the line do not call at on the eastward voyage have to pay the fares by connecting steamers in addition.

Return Tickets. — Between Japan Ports & Port Said available for Six Months, at 50% Reduction on Return Fare, 1st & 2nd Class only.

Between Japan & European Ports available for Twelve Months, at 20% Reduction on Return Fare 1st & 2nd Class only.

Children. — Under 4 Years free for one; others, quarter fare each.
Under 12 Years half fare.

Special Reductions. — 20% to Japanese Naval and Military officers.
15% to Diplomatists and their families, 1st & 2nd Class only.
15% to Missionaries and their families, 1st-Class only.

Passengers from and to Antwerp have to pay six shillings for the first-class, three shillings for the second-class, and one shilling and six pence for the third-class, per day for maintenance in London if they stay on board.

Passengers who have not taken Return Tickets at starting will, if the full fare has been paid on the outward voyage, be entitled to an allowance of Ten per cent on the charge for the Return Voyage if re-embarking within Six months, such allowance to be claimed at the time of engaging the Return Passage.

THE AUSTRALIAN LINE.

THIS is a regular four weekly service, its terminal points being Yokohama and Melbourne, and its ports of call Kobe, Moji (omitted on the return voyage from Australia), Nagasaki, Hongkong, Manila, Thursday Island, Townsville, Brisbane and Sydney. The service, which is under mail contract with the Japanese Government, is maintained with three ships, namely :—

	Gross Tonnage.
"Nikkō Maru"	...5,539
"Kumano Maru"...	...5,076
"Yawata Maru"	...3,817



S. S. "Nikkō Maru."

The "*Nikkō Maru*" has only just been constructed. She is five hundred tons larger than the *Kumano*, which was placed on the line in the spring of 1904. All these vessels have no rivals on the route as passenger boats, being supplied with every improvement that the art of ship-building furnishes. The *Kumano*, which is newer than the *Yawata*, (having been completed only in the autumn of 1901), has increased passenger accommodation in proportion to her larger dimensions. But in all other respects the two steamers are similar, except that the *Kumano* is fitted with Stewart's Thermoning Tank—the latest combination apparatus for heating and cooling, which enables the temperature in the cabins to be kept uniform in all seasons or latitudes. All the ships are excellently fitted, fully equipped for the convenience of travellers, and have acquired the reputation of being the best steamers that ply between the Orient and Australia. They carry well qualified surgeons, stewards and sterwardess, whose services are always at passengers' command, gratuitously.

It may be added here that the "*Nikkō Maru*," which was built at the Mitsu Bishi Yard in Nagasaki, is 5,539 tons (gross), develops a speed of 17¾ knots, has accommodation for 90 first-class passengers and 24 second-class, is ventilated by forced circulation and has special attractions in the matter of internal decoration.

Through tickets and through bills of lading are issued to Adelaide and the principal ports of Australia.

Ports on the Australian Route.

The steamers leave Yokohama (see p. p. 24–46) every fourth Saturday in the afternoon, and reaching Kobe (see p. p. 47–53) on Sunday, remain there until the following Tuesday morning. Sailing thence through the Inland Sea (see p. p. 54–60), Moji (see p. 56) is reached on Wednesday forenoon and a stay is made there until Thursday afternoon, when the vessel leaves for Nagasaki, arriving there on Friday morning and leaving on the afternoon of the same day. It will thus be perceived that the interval between setting out from Yokohama and setting-out from Nagasaki is exactly six days. In this context the traveller is recommended to consult the paragraph at p. 57, entitled " Railway and Steamer," as he will there learn what advantages may be gained by associating the over-land and the over-sea routes.

Nagasaki.

The passage through the straits of Shimonoseki is interesting not merely on account of the beautiful scenery on either hand, but also because of the difficulties of navigation. There are three channels, the southern of which is taken by the Company's vessels, and not until the island of Rokuren, 19 miles from Shimonoseki, is reached, can the ship be said to have finally emerged from the Inland Sea. Thence she travels westward and southward along the shores of Kyūshū and within sight of many celebrated places; as Eboshi-jima (hat-island, so called from its resemblance to the ancient head-dress of Japanese officials); the coal district of Karatsu; the Hizen porcelain fields; the island of Aki; Hirado, where the first Dutch factory existed for many years, where the English factory of the 17th century lived its short and unprosperous life under Captain Richard Cocks, and where the



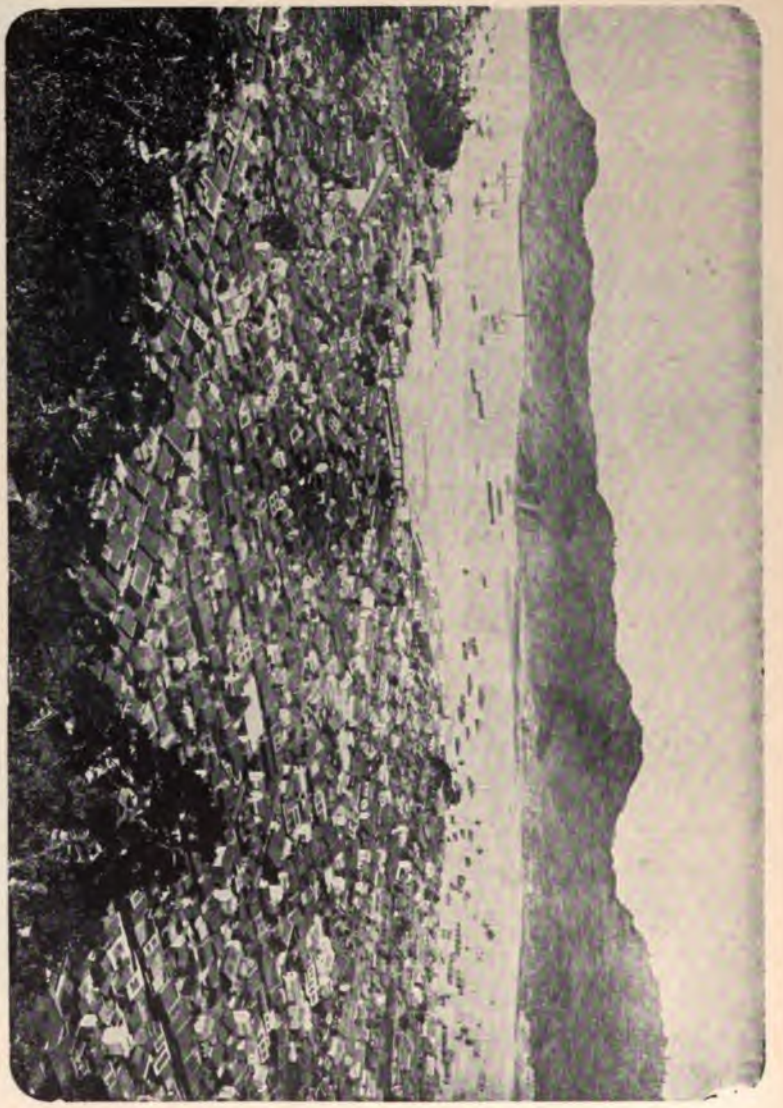
Entrance to Nagasaki Harbour.



Pappenberg, Nagasaki.

finest blue-and-white porcelain of Japan used to be manufactured; Nakano-shima; the Goto Islands; Taka-shima, the great coal-producing island, and finally Pappenberg with its false traditions of Christian massacres. From Shimonoseki to Nagasaki is 148 miles, and the voyage occupies about 12 hours.

Nagasaki is the first port of entry for ships coming from the south or west to Japan and the port of final departure for the Company's steamers *en route* to Australia, Shanghai, Manila, Bombay and other over-sea places. It lies at the head of an inlet some three miles long, and from half a mile to a mile in width, with shores indented by bays and sloping up to thickly wooded hills. This fiord forms a splendid anchorage, and has been largely used during the past twenty years by steamers coming there to coal. The foreign commerce of the place is not so extensive as it was formerly, and unless advantage be ultimately taken of the facilities it offers for manufacturing purposes, Nagasaki seems destined to lose some of the importance it once possessed. Previously to the sixteenth century, it was a small, unnoted town, but becoming thenceforth the chief settling place of native Christians and the principal mart of Portuguese and Spanish trade, it gradually rose to consequence, and even after the suppression of Christianity and the exclusion of all Occidentals except the Hollanders, it continued to receive consideration as the only place where foreign commerce, in the



General View of Nagasaki.

hands of the Dutch and Chinese, was tolerated. Admirable docks have been constructed there by the enterprising Mitsu Bishi Company, with extensive and fully equipped engine works. The Company's S. S. "Hitachi Maru" of over 6,000 tons, now on the European Line service, was constructed in one of the ship-building yards, and as was also the "*Nikkō Maru*," spoken of above, and two other some-



1st-Class Smoking Room, S. S. "Nikkō Maru."

what smaller steamers are being built there at present. But as these docks are situated on the western shore of the fiord, the brisk atmosphere of business that pervades them does not perceptibly disturb the *dolce far niente* of the town on

the eastern side, where, under the shadow of forests of tombstones that cover the over-looking hills, the citizens seem to live in the company of their dead and the memory of their past. Nothing can exceed the tranquil loveliness of this gate through which the tide of Western civilization first flowed into Japan, and nothing can be less appropriate to such an environment than the coaling operations constantly taking place in the harbour, where myriads of men, women and children, organized to mechanical regularity of action, transfer the fuel from lighters to ships' bunkers with rapidity said to be unequalled elsewhere. Extensive coal-beds exist in the vicinity of Nagasaki, and Takashima is one of the most famous. The Japanese town, spread over a space two miles long by three-fourths of a mile in extreme width, here lying along the shore, there climbing up precipitous slopes, has a population of nearly a hundred and ten thousand. On its south-west is Deshima, where for two centuries the Dutch trading community was willing to live in humiliating isolation; and on the east, its water frontage extending half a mile and the hills behind serving for villa-sites, lies the foreign settlement, with over 1,000 residents. Some charming spots in the vicinity constitute health-resorts often visited in the summer by foreigners from China but offering no special attractions to tourists. There are several foreign hotels, a public hall, a club and only one daily English newspaper (the *Nagasaki Press*).

Tourists interested in Japan's naval resources or in her keramic history will do well to take Nagasaki as a base for visiting the Sasebo Naval Station and the Arita and Hirado Potteries. Daily a small steamer leaves Nagasaki for Sasebo, and creeping along the coast through a series of lovely sea-scapes, reaches her destination in eight hours. The route to Arita and Hirado is more complicated but scarcely less beautiful, and the journey is well repaid by inspection of two



1st-Class Cabin, S. S. "Nikkō Maru."

of the best porcelain factories to which Japan owes her keramic reputation.

In the vicinity of Nagasaki there are several hamlets

remarkable as the residences of Roman Catholic converts who, through all the persecutions commencing in the sixteenth century and continuing until the eighteenth, held fast by the foreign faith. To travellers entering the harbour from the north the rock of Pappenberg is generally pointed out as a place where Christians were executed by being thrown over a precipice into the sea, but modern historians have proved this legend to be apocryphal.

Nagasaki has three celebrities: tortoise-shell wares; a jelly (*kingyokuto*) made from sea-weed; and a fish-market said to have only two rivals in the whole world for variety of staples.

CONSULATES.

Austria-Hungary (6 Oura); Belgium (7 Oura); China (2 Oura); Denmark (7 Oura); France (3 Oura); Germany (12 Minami-yamate); Great Britain (6 Oura); Italy (12 Minami-yamate); Netherlands (3 Oura); Portugal (7 Oura); Russia (5 Naminoshiro-yamate); Spain (8 Oura); Sweden and Norway (7 Oura); United States (12 Higashi-yamate).

HOTELS.

Nagasaki Hotel (43, 44 & 45 Sagarimatsu); Oriental Hotel (28 Oura); Japan Hotel (25 Oura); Belle-Vue-Hotel

(11 Sagarimatsu); Cliff House Hotel (10 Sagarimatsu); Japan Hotel (25 Oura); Nagasaki House (22 Oura); Hinode Hotel (14 Oura); Ikkaku Hotel (Obama, Shimabara); Tōkyō Hotel (Takeo Hot Springs); Tōyō-Kwan Hotel (Takeo Hot Springs).

BANKS.

Banque de l'Indo-Chine (7 Oura); Chartered Bank of India, Australia & China (7 Oura); Comptoir National d'Escompte de Paris (7 Oura); Hongkong & Shanghai Bank (42 Sagarimatsu); National Bank of China (7 Oura); Russo-Chinese Bank (9 Oura).

STEAMSHIP COMPANIES.

Archangel-Mourmon S. S. Co. (50 Sagarimatsu); Ben Line (7 Oura); California & Oriental S. S. Co. (7 Oura); Canadian Pacific S. S. Company (7 Oura); China Mutual S. N. Co. (7 Oura); China Navigation Co. (7 Oura); Chinese Eastern Railway S. S. Company (4 Oura); Compagnie des Messageries Maritimes (7 Oura); Compagnie Francaise de Navigation des Chargeurs Reunis (7 Oura); Compagnie Francaise de Navigation á Vapeur (7 Oura); Compagnie Nationale de Navigation (7 Oura); Compania Trans-atlantica (7 Oura); Eastern and Australian S. S. Co. (7 Oura); Glen Line (5 Oura); Hamburg-America Line (4

Deshima); Indo-China S. S. Co. (5 Oura); Indra Line (5 Oura); Mogul S. S. Co. (7 Oura); NIPPON YUSEN KAISHA (3 Umegasaki); Norddeutscher Lloyd Line (1 Oura); Northern Pacific S. S. and Railway Company (7 Oura); Occidental & Oriental S. S. Co. (7 Oura); Ocean S. S. Company (7 Oura); Oregon Railway & Navigation Co. (7 Oura); P. & O. Steam Navigation Co. (7 Oura); Pacific Mail S. S. Co. (7 Oura); Portland & Asiatic S. S. Co. (7 Oura); Russian S. Navigation & Trading Co. of Odessa (50 Sagarimatsu); Russian S. Navigation in the East (7 Oura); Russian Volunteer Fleet (50 Sagarimatsu); Shell Line (7 Oura); Shire Line (7 Oura); Societé Gènèrale de Transport Maritime à Vapeur (7 Oura); Strath Line (7 Oura); Tōyō Kisen Kaisha (7 Oura); Warrack Line (7 Oura).

LOCAL STEAMSHIP COMMUNICATIONS.

Nagasaki-Obama Service (tri-weekly); to Goto Islands (weekly); to Sasebo (daily); to Misumi for Kumamoto (daily); to Iki, Hirado & Tsu-shima (weekly); to Kago-Shima (biweekly). The Agents for all the above lines are the Mitsu Bishi Company (Edo-machi).

CURIO STORES.

The Kōransha (Deshima; porcelains of Hizen); Hirayama (Moto-kago-machi; porcelains of Hirado & Hizen);

Tokushima (Hamano-machi; silks); Fujise (Higashi-hamano-machi; silks); Futae (Higashi-hama-machi; ivories, tortoise-shell & cloisonné); Ezaki (Imasaka-machi; ivories & tortoise-shell); Kawasaki-ya (Moto-kago-machi; ivories & tortoise-shell); Nagashima (Funadaiku-machi; general); Hakusui (Kago-machi; embroideries & silks); Imamura (Funadaiku-machi; embroideries & silks); Honda-ya (Kago-machi; general); Kyōtsu-sha (Kago-machi; general); Mess & Company (Foreign Settlement; general); Satō (Kago-machi; general); Tora-ya (Umegasaki-machi; general); Kaneko (Kago-machi; general); and two bazaars, one in Moto-shikkui-machi, the other in Hamano-machi.

N. B. The above details as to curio-stores are taken from Murray's "Handbook for Japan," a work with which every earnest tourist to the Far East should be provided.

Macao, Canton & Manila.

The steamer leaves Nagasaki on Friday afternoon and arrives in Hongkong (vide p. p. 73–84) on the forenoon of the following Tuesday, leaving the latter port after a stay of a little more than three days; namely, on the afternoon of Friday, so that the traveller has ample time not only to see everything worth seeing in the Island of Victoria, but also to visit Macao and Canton, both of which are places of the greatest interest.



Entrance to 1st-class Dining Saloon, S. S. "Nikkō Maru."

Macao.

Macao has been the centre of Portuguese Far-Eastern trade since 1557, during which long interval its history has not always been free from incidents perennially disgraceful to the civilization of the Occident. Originally rented from China in consideration of a nominal annual payment of five hundred taels, Macao continued to discharge that liability until 1848, when the governor, Ferreira do Amaral, refused to recognize the liability any longer and drove out the Chinese authorities at the point of the sword. The Government of the Middle Kingdom resented this high-handed procedure in its habitual manner. That is to say, it assumed an attitude of

dignified but unenforced protest, which was finally terminated in 1887 by a treaty recognizing Portugal's sovereignty over the peninsula. Harrassed by Chinese pirates in its infancy, the Portuguese settlement subsequently became itself a haunt of European free-booters. Thereafter it gained notoriety as the head-quarters of a shameful traffic in Chinese coolies, and at present among the places of interest visited by tourists in southern China the gambling dens of Macao are prominent. Nothing, however, can mar the natural beauties of the locality, or detract from the interest attaching to the Gardens & Grotto of Camoes, where the great Portuguese poet resided; to the Avenida Vasco da Gama, and to the ruins of the ancient Jesuit church of San Paulo. With a trade already insignificant and steadily declining, with a harbour rapidly silting up, and with a Portuguese population that seems to have lost the spirit of local enterprise, Macao appears to have no future except as a health-resort and a source from which large numbers of competent clerks, and accountants are supplied to mercantile firms in Far-Eastern settlements. The Portuguese residing there number about 3,900, of whom no less than 3,100 are natives of the place, and since the Boxer *émeute* of 1900 there has been a European Portuguese garrison. Lying only 40 miles from Hongkong, whence a steamer visits it daily, Macao is easily accessible, and being a placid, quiet place, open to cool breezes from the south and west, it is favourite resort of in-

valids or weary business-men. There are some good hotels, the most highly reputed being the " Boa Vista," and several of the Powers are represented by consuls who, however, reside for the most part in Hongkong. Many of the great steamship companies include Macao in their sphere of operations, but without giving any detailed list it will suffice to say that persons having business in the shipping line should apply at one of the three firms, Messrs. Deacon & Co. (18 Large do S. Lourenco), Messrs. Dent & Co. (1 Rua da Prata), and Mr. A. A. de Mello (*Mo-lo-chai*). What is of main interest to tourists in this context is that the Hongkong, Canton and Macao S B Company (agent Mr. de Mello) runs a steamer daily (Sundays excepted) between Hongkong and Macao, the hour of departure from Hongkong being 2 p. m and that from Macao 8 a. m.

Canton. Canton may be reached either direct from Hongkong (a distance of some 95 miles) by foreign steamers plying daily, or by a detour *viâ* Macao (whence the distance is 88 miles) in a steam-launch which starts every day, Sundays excepted. The city lies on the Pearl River, and is historically remark-



Ist-class Dining Saloon S S. "Nikko Maru."

able as having been the chief mart of China's foreign commerce from the advent of the Portuguese in the year 1516 until 1842, when other places having been declared open ports in the sequel of the Anglo-Chinese war, Canton gradually lost its exclusive importance. One of the acute dip-

lomatic questions of the early conventional period was the admission of foreigners to the walled city—the opening of the gates of Canton—a privilege which the Chinese obstinately, and not without some justice, declined to concede, and which British officials in the East sought persistently to assert. In 1856 a force of English sailors and soldiers effected a breach in the walls through which they marched to momentary occupation of the city. But this operation, which has been humorously described as breaking down a man's hall-door in order to leave a card in his vestibule, produced no permanent result, and in the following year a more drastic course was adopted, the city being seized by an allied force of English and French and held by them for nearly four years.



1st-class Social Hall, S. S. "Nikko Maru."

Thereafter for a considerable period the anti-foreign disposition of the inhabitants, a disposition which all carefull readers of history must recognise as an inevitable outcome of the incidents of foreign intercourse in preconventional days, asserted itself unpleasantly and even murderously from time to time, but at last a more complacent setiment prevailed, and a visit to Canton no longer involves the perils that once attended it. The city proper is some six miles in circumference, and is surrounded by walls 20 feet thick and from 25 to 40 feet high, through which sixteen gates give ingress for land traffic and two serve for water commuication. The suburbs, lying along the river for a distance of about 5 miles, bring the total population to some 2½ millions, in which figure are included the denizens of a vast fleet of boats that cover the river and contain, among other riverine dwellings, the celebrated " flower boats" of Canton. As is the case at many centres of Far-Eastern trade with the outer world, the site of the foreign settlement was originally a mud flat—Shameen by name—, which, having been converted into an island with solid masonry embankments, skilfully laid out and handsomely planted at a heavy expenditure (defrayed by the British and the French in the ratio of 4 to 11) now contrasts markedly not only with its original condition but also with the confused and insanitary state of its Chinese neighbourhood. Among places interesting as an illustration of Chinese tolerance, on the one hand, and of the indifference shown

by some foreign religionists to native sentiment, on the other, an imposing Mohammedan Mosque and a magnificent Catholic Cathedral are conspicuous. Attractive also



State Room Alley Ways, S. S. "Nikko Maru."

to sight-seers are the execution ground, the Arsenal, the Water Dock, the Chin-chew-Club, the City of the Dead, the Examination Hall and the gaols. But that which above all invites observation is the teeming life of the city, its picturesque streets, its many evidences of an alien and elaborate civilization, and its multitude of shops where an inexhaustible stock of "curios" may be found at all times. Canton is no longer the great emporium of China's tea-trade with the

West, neither is it now the main door through which opium enters to demoralize and enervate the nation. Fifteen years ago it exported 132,000 piculs of tea; to-day it sends abroad only one-thirteenth of that amount. Altogether the value of exports and imports in foreign bottoms is only 61 millions of taels, but to that must be added a large though unascertained volume of goods carried to and from Hongkong in native junks. Railways will soon be an established feature of this ancient city. An American syndicate holds the concession for a line to Hankow, and work on the first section—to Fatshan, some 30 miles distant—was finished in 1903. A road to Macao also has received official sanction, and another is contemplated to Kowloon, the hinterland of Hongkong.

The consulates, situated in Shameen, are distinguished by Chinese names only, streets and numbers being dispensed with. The principal hotel is the Victoria (formerly the Shameen Hotel), and banking facilities are afforded by the Banque de L'Indo-Chine, the Deutsch-Asiastische Bank (Carlowitz & Co.); the Hongkong & Shanghai Bank (Deacon & Co.); and the National Bank of China (Shewan, Tomes & Co.). The NIPPON YUSEN KAISHA has an office in Shameen, and many other well known S. S. Companies are represented by Mess. Arnhold Karberg & Co. (the Pacific Mail S. S. Co., the Occidental & Oriental S. S. Co., the Tōyō Kisen Kaisha, & the Shell Transport & Trading Co.); by

Messrs. Butterfield & Swire (the China Navigation Co., the Ocean S. S. Co., & the China Mutual S. N. Co.); by Messrs. Carlowitz & Co. (the Navigazione Generale Italiana, the Hamburg-America Line & Sloman's Line); by Mr.



Ist-class, Promenade Deck, "Nikkō Maru."

Chan Lai-to (the China Merchants S. N. Company); by Messrs. Deacon & Co. (the Hongkong Canton & Macao Steam Boat Co., the Peninsular & Oriental S. S. Co., the Northern Pacific S. S. Co., the Ben Line &, the Eastern & Australian S. S. Co.); by Messrs. Dent & Co. (the Tai On S. S. Co., & the Kwong On S. S. Co.); by Messrs. Dodd & Co. (the Po On Steam Launch Co.); by Messrs. Jardine Matheson & Co.

(the Indo-China S. N. Co., the Glen Line, the Canadian Pacific S. S. Co., and the U. S. & China-Japan S. S. Co.); by Messrs. Melchers & Co. (the Imperial German Mail Line, the Norddeutscher Lloyd & the Hamburg-America Line); by the Ostasiatischer Handels-Gesellschaft (the China Coast Navigation Co., the Hanseatische Dampfer Co.); by Messrs. Shewan Tomes & Co. (the Union Line, the Shire Line, the China & Manila S. S. Co., the Messageries Maritimes S. S. Co., and the Portland & Asiatic S. S. Co.); by Messrs. Siemessen & Co. (the Hamburg America Line, Canton & Shanghai); and by Messrs. Wendt & Co. (the Austrian Lloyds S. N. Co.).

Manila. Leaving Hongkong on Friday afternoon, the steamer performs the distance (630 miles) between that place and Manila by the following Sunday. Manila is the capital town of the Philippines, a group of some twelve hundred islands, lying between latitude 5° & 22° N., measuring 114,000 square miles and having a population of over ten millions. Discovered by the celebrated Portuguese navigator Magellan, they became part of Spain's dominions in 1565, and remained in her possession until



Bird's-eye View of Manila.

1898, when, in the sequel of the Hispano-American War, they were incorporated into the territories of the United States. Being a rich and beautiful archipelago, they suffered in their early days from the cupidity of western nations. Portugal, Holland and England made them the scene of

sanguinary exploits, and Chinese pirates also invaded them from time to time. Their native inhabitants are of a law-abiding submissive disposition, and their history shows them to have strong religious tendencies, of which fact full advantage has been taken by Roman-Catholic propagandists. Ecclesiastics flocked thither in great numbers from Spain—as many as two thousand priests were located in the island at the time of the Hispano-American War—, and acquiring large property as well as wide influence, became in effect the dominant authority. But religious propagandism in the Philippines was never marked by any of the savage intolerance that disgraced it in mediæval Europe, nor did it ever provoke antagonistic political passions as it did in China and Japan. Throughout the nineteenth century, however, a sentiment of rebellion against Spanish rule found expression on five occasions, and the last *émeute* (in 1896) so greatly over-taxed the power of Spain to quell it, and involved such protracted military operations, that Occidental opinion was disposed to convict the Madrid Government of flagrant debility. Events proved, however, that even by a power like the United States the task of pursuing the insurgents into the morasses and mountains of their tropical country was not to be performed without heavy and long-continued effort. The Philippines were drawn into the arena of the Hispano-American conflict solely by the facts that without them no port was available for the uses of the

United States Far-Eastern squadron after the declaration of war had closed to it all neutral harbours, and that, under any circumstances, an American Admiral could not choose but seek his country's enemies however remote from the main



2nd-class Dining Saloon, S. S. "Nikkō Maru."

field of action might be the place where he found them. Admiral Dewey, obeying these considerations, sought the Spaniards, found their fleet at Manila, and destroyed it. Already Spain's embarrassments had inspired the Filipino insurgents with fresh vigour. Their leader, Aguinaldo espoused the American side, and subsequently claimed that

he had been decoyed into doing so by promises that the independence for which he and his followers were fighting, would be recognised in Washington. There had, of course, been no such promise, and since, when the Americans drove Spain from the Philippines, they incurred the responsibility imposed by superior civilization, the responsibility of giving to the country the blessings of enlightened progress and good order, it become necessary for them to undertake, by way of preliminary, the unwelcome task of subduing the Filipinos. They achieved it at a cost which may be bracketed with that of the South-African war as illustrating the stupendous difficulties of military invasions in modern times, and which proved that Spain's protracted struggle against the same insurgents had been her misfortune rather than her fault.

The Philippines suffer from the disadvantages of their tropical situation. They have a cold season—from November to the end of February—and they have a warm dry season from March to early April, but with the exception of these five and a half months either the heat is excessive or rainfalls in deluges. On the other hand, long droughts are not infrequent; fierce typhoons sweep over the islands from time to time (especially in May and June), and at intervals of a few years disastrous earthquakes occur. There are, however, compensations in the form of an incalculable wealth of timber; large capacity for producing sugar, tobacco,

coffee and hemp ; mines of copper, iron and gold, and a promise of petroleum wells. The Americans, it need scarcely be said, are showing their proverbial energy and enterprise in developing the resources of the islands and improving the condition of their inhabitants. Large sums have been voted for harbour works at Manila, and an extensive system of public education has been organized. Five hundred skilled teachers from the United States arrived under official au-

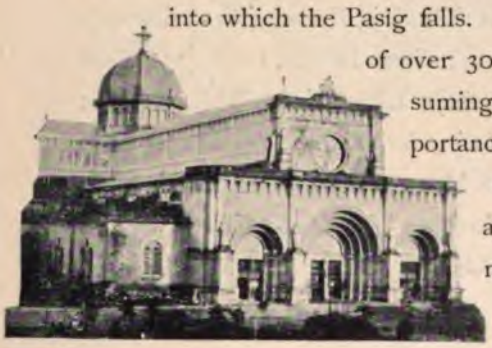


2nd-class Cabin, S. S. "Nikkō Maru."

spices in 1901, and the English language has been adopted as the basis of instruction.

Manila, the capital of the archipelago, lies on the west

of the island of Luzon at the mouth of the River Pasig. It was founded in 1571, and three times since then it has suffered terribly from earthquakes, a constantly menacing calamity which exercises marked effect on the architectural features of the city, the main idea of the inhabitants being to build houses that shall survive these shocks. The city consists of two virtually distinct parts: the walled town, which, standing on the left bank of the Pasig, constitutes the official quarter; and the commercial town, situated on the island of Binondo which here forms the right bank. In the latter quarter are the Escolta and the Rozario, the main business streets, and a fine promenade, lined with almond trees, runs round the walls and along the edge of the Bay of Manila into which the Pasig falls. Manila has a population of over 300,000, and is yearly assuming greater commercial importance. It labours under the disadvantage that the anchorage is some three miles from the shore, but active steps are now in progress to remedy this defect. There are many admirable institutions of a charitable and educational nature. They owe their inception chiefly to Dominican fathers, and in a lesser degree to Augustinians and



Cathedral, Manila.

Franciscans. An excellently equipped observatory under the management of Jesuit priests is one of the sights of the town. It need scarcely be added that the manufacture of the celebrated Manila cigars is a principal industry of Manila. This work may be witnessed in all its stages at the factories of the Compania General de Tabacos de Filipinas on the Isla del Romero.

CONSULATES.

Hungary (4 Martinez); Belgium (22 San Luis Ermita); Bolivia (2 Isla del Romero); Brazil (70 Rozario); Chile (2 Isla del Romero); China (107 Anloague); Denmark (Smith Bell & Co.); Ecuador (162 Alix St.); France (M. de Bérard); Germany (331 Gral Solano); Great Britain, Italy (331 Gral Solano); Japan, (Mr. Narita); Liberia (143 Walled City); Mexico (Comp. Genl. Tabs.); Netherlands (277 Muelle de la Reina); Portugal (5 Plaza Moraga); Russia, Spain (67 Calle Marina); Sweden & Norway (323 Muelle de Ray); Switzerland (28 David); Uruguay (Calle Real Malate).

HOTELS.

Colonial Hotel (219 Calle Real, Walled City); English Hotel (Escolta); Metropole Hotel (Plaza de Goiti); Oriente Hotel (Plaza de Calderon de la Barca).

BANKS.

American Bank (35 Plaza de Cervantes); Bank of New South Wales (7 Callejon de S. Gabriel); Banque de l'Indo-Chine (Smith Bell & Co.); Chartered Bank of India, Australia and China (Plaza de Cervantes); Comptoir National d'Escompte de Paris (Smith Bell & Co.); Deutsch-Asiatische Bank (62 Calle Nueva); Hongkong & Shanghai Bank (1 Carinero); International Banking Corporation (86 Calle Rozario); National Bank of China (15 Anloague).

NEWSPAPERS AND PERIODICALS.

El Progresco (140 Ap. pe Correos); *Libertas* (139 St Tomas St.); *Manila American; Manila Cable News; Manila Times* (95 Escolta).

SHIPPING COMPANIES.

Of these the number that have agencies and offices in Manila are too numerous to be given here in detail. The Agents of the NIPPON YUSEN KAISHA are the Compania Maritima Steamship Company (319 Muelle del Rey).

Thursday Island.

After a day's stay in Manila the steamer leaves on Monday afternoon for Thursday Island (2,200 miles) and performs the distance in seven and a half days, reaching her destination on Tuesday forenoon.

Thursday Island lies in Torres Strait off the north-western extremity of Cape York, from which it is separated by Endeavour Strait. Its only feature of interest is the pearl fishery, which is conducted on a large scale, the shells fetching from £120 to £150 per ton and pearls of great value being sometimes found. As the island is situated near the tenth parallel of south latitude, its climate offers many inconveniences to European residents. Besides, considering that Queensland, the northern division of Australia, though possessing an area 5½ times that of the United Kingdom of Great Britain and Ireland, has a population of only 500,000, it is plainly unable to furnish hands for conducting fishery enterprises in Thursday Island. The work used to be carried on mainly by Kanakas, but of late years immigrants from Japan have taken an important share in it, and will probably



Thursday Island,
S. S. "Yawata Maru" at Pier.

lend valuable assistance in developing the resources of northern Queensland unless the radical prejudice which has asserted itself so strongly during recent times in Australia should veto their cöoperation. Statistics show that in 1898 the value of the shells exported to London was £100,000. For the most part these shells are collected off the shallow reefs, but deep-sea diving—a depth of 25 fathoms has been reached—is now practised, though not without serious risks. The Japanese immigrants have shown special skill and daring in such work. There are over 3,000 of them in Queensland.

Townsville.

The steamer stays only a few hours at Thursday Island, and then, resuming her voyage, passes down the quiet waters between the Great Barrier Reef and the mainland, and reaches Townsville (660 miles) after a voyage of 2½ days. Townsville is in the country of Elphinstone on Cleveland Bay. It is rapidly growing, its population—now 13,000—having increased by 50 per cent in the past ten years; and the enterprise of its inhabitants is attested by several handsome public-buildings, by an excellent water supply and by a large stone breakwater enclosing the tidal harbour. It has for hinterland a wide area of pastoral country, and is thus a principal place of export for frozen meat, this staple being loaded into steamers direct from refrigerator cars on the Northern Railway which runs thence to Hughenden, a distance of 236 miles. Townsville sends away considerable quantities of gold also from the Queensland fields.



View of Townsville.

Brisbane.

Brisbane lies at a distance of 610 miles south of Townsville, and is reached in 2½ days from the latter place. Alike at Townsville and at Brisbane the steamer stays only from the forenoon to the afternoon. This is the capital city of Queensland. Including the suburban residents it has a total population of 120,000, and although the plan of the town leaves something to be desired, it possesses many fine buildings illustrative of the enterprise for which the inhabitants of Australia are everywhere remarkable. The city is 25 miles from the mouth of the Brisbane, which has a width of a quarter of a mile at the position of the new Victoria iron bridge, connecting the north and south towns. In consequence of careful dredging the river constitutes a splendid water-way, ships of 5,000 tons being able to steam right up to the city. Public edifices, cathedrals, an opera house, an art gallery, spacious parks and a general air of business prosperity impart much interest to Brisbane. It is connected by rail with Sydney on the south and Rockhampton on the north, and in a westerly direction it has a road 560 miles long, reaching to Cunnamulla. There are



The Victoria Bridge, Brisbane.

three daily newspapers, excellent hotels and, in the suburbs, many factories which promise to assume large dimensions. The Queensland Royal Mail Line to Europe makes Brisbane its terminal port, and it is a place of call for steamers of the China and Canada services, as well as for those of the NIPPON YUSEN KAISHA. Travellers can of course save some time, if their destination be Melbourne or Sydney, by leaving the steamer at Brisbane and performing the rest of the journey by train; and the same remark applies, *mutatis mutandis*, to passengers from Australia to Japan.



Botanical Garden, Brisbane.

Sydney. Leaving Brisbane on Monday afternoon the steamer reaches Sydney (570 miles) on Wednesday forenoon. Sydney, the capital of New South Wales, is one of the finest cities in the world, and its natural advantages seem to promise almost unlimited development. It is situated within 34° of the equator and enjoys a good climate, having a mean summer temperature of 71° F. and a winter temperature of 56°. Occasionally, however, the heat is great; as in the midsummer of 1896



Sydney Harbour.

when the thermometer registered 108° 5′ in the shade. The city is built mainly on the southern shore of a magnificent harbour, having an area of 15 square miles and a coast line of 165 miles. Its entrance marked by an electric light visible throughout a circle of 50 miles diameter, this

inland sea forms numerous coves and bays on both coasts, up to the point where it narrows into the embouchure of the Paramatta River. Though the great business quarters are chiefly on the southern shore, Longueville and North Sydney on the opposite coast yearly acquire importance, and railways have brought numerous outlying districts within the suburban circuit on the north and south alike. The population has grown from less than a hundred thousand in 1861 to five times that number at present; nevertheless a remarkable fact is that the incorporated area of the metropolitan district being no less than 142 square miles, the population averages only 5.35 per acre. Sydney stands first, indeed, among all cities of the world in the matter of parks and open spaces. There are no less than eleven public parks or gardens, the largest of which, the Centennial Park, has an area of 530 acres. Many handsome buildings adorn the town. They are constructed of Pyrmont free-store, which possesses the convenient quality of being easily worked when fresh and hardening by exposure to the atmosphere. The streets, however,—of which the principal are George Street, Pitt Street and King Street—are not remarkable for width, but they are well lighted and drained. Electric trams furnish means of access to all parts, and there is a fine water supply obtained from a source sixty miles distant. Official statisticians declare Sydney to be the second city of the British empire with regard to the annual value of



Town Hall, Sydney.

its rateable property, which, in 1902, was 90 millions sterling. Its foreign trade stands at nearly 43 millions sterling, and the ships entering and clearing yearly represent over 6½ millions of tons. There is ample provision of educational facilities, the most notable being the technical college which, together with its branches, has an attendance of nearly 8,000 students. The National Art Gallery is remarkable for its splendid collection of modern paintings, and there are five theatres, an opera house and a music hall. Since the steamer remains 3½ days at Sydney, the traveller has ample leisure to view the sights of the city.

Melbourne.

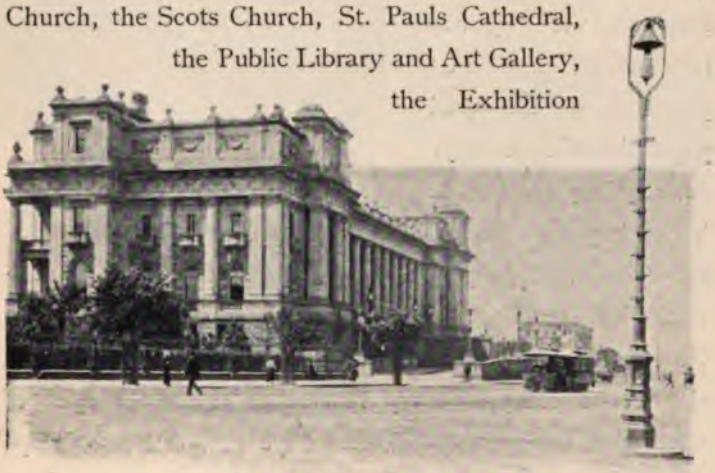
Leaving Sydney on Saturday afternoon, Melbourne (770 miles) is reached in two days. This city, the capital of Victoria State, is the most populous in Australia, though in that respect it passes Sydney by only a small margin, the respective figures in 1901 being 494,129 for Melbourne and 487,900 for Sydney. Melbourne lies on the shores of a large bay called Port Philip which is reached from the south by a narrow channel, and has its entrance strongly fortified. Along the eastern and western coasts of the bay—chiefly the eastern—several important suburbs are situated, but the city proper is at the northern end of this fine sheet of water, there designated Hobson's Bay or Port Melbourne.



View of Melbourne.

A river, the Yarra, originally a narrow tortuous stream, which divides the Williamstown section of the city from the Melbourne section, has been rendered capable of carrying large steamers into the very heart of the town, and a Harbour Trust, established in 1877, constantly devotes much skill and capital to improving the facilities of navigation. Melbourne was built originally on long undulating hills grouped round a valley through which meandered a tributary of the Yarra; but the bed of this stream has now become

Elizabeth Street, one of the city's principal roads. The main streets are 99 feet wide; they alternate with narrow streets of about half of that width. There are numerous fine edifices, notably the Parliament Houses, the Treasury Buildings, St. Patrick's Cathedral, the Congregational Church, the Scots Church, St. Pauls Cathedral, the Public Library and Art Gallery, the Exhibition



Parliament House, Melbourne.

Building, Government House, the University, the Mint and various Colleges, Hospitals, Museums etc. etc. The Public Library has a collection of over 100,000 volumes, and the Art Gallery is rich in pictures and sculptures. The State grants a considerable sum annually to students of proved ability who desire to pursue their art course in Paris, Berlin, Rome or London. In general the streets of Melbourne are paved with hard-wood blocks, are well lighted, have an



Interior of Parliament House, Melbourne.

excellent service of electric trams, and in every respect offer evidences of a highly progressive spirit. It is a notable fact that the city has attracted no less than 43 per cent o the total population of the colony. Like Sydney, Melbourne is rich in parks. Within the metropolitan area the spaces devoted to such purpose aggregate 5,329 acres. There are zoological gardens and botanical gardens, and at the Flemington race-course the celebrated "Cup" is run on the first Tuesday in every November under the eyes of a hundred thousand spectators. Five million tons of shipping enter and clear annually, and within the metropolitan area are some 1,400 factories, giving employment to 40,000 hands. There is railway communication with Sydney on the north-east and Adelaide on the west, and the latter line is connected by several branches with important points on the southern coasts of Victoria and South Australia. In spite of all these advantages Melbourne has not increased in wealth during recent years. In 1891 its rateable property was valued at 90 millions sterling; in 1898 it had fallen to 61 millions.



Exhibition Building, Melbourne.

The Return Voyage.

On the return voyage from Melbourne to Yokohama, the route and places of call are the same as on the outward voyage except that Moji is not visited.

The fares by this line are shown in the following page.

Australian Line.

Yokohama.
Kobe.
Moji.
Nagasaki. Hongkong.

	Y	$								Y	Y	Y	Y				
1st Class.	120.00	70.00								56.00	60.00	65.00	75.00	1st Class.			
2nd Class.	70.00	50.00	Manila.					Hongkong.		50.00	35.00	40.00	45.00	2nd Class.			
Inter.	35.00	20.00								19.00	21.00	23.00	25.00	Inter.			
3rd Class.	25.00	15.00								14.00	16.00	18.00	18.00	3rd Class.			
	£	£	£								Y	Y	Y				
1st Class.	24.10	20. 0	20. 0	Thursday Island.					Nagasaki.		10.00	20.00	30.00	1st Class.			
2nd Class.	15.10	12. 0	12. 0								6.00	13.00	19.00	2nd Class.			
Inter.	8.10	7.10	7.10								3.00	6.00	9.00	Inter.			
3rd Class.	6. 0	5. 0	5. 0								2.00	4.00	7.00	3rd Class.			
	£	£	£	£								Y	Y				
1st Class.	32.10	28. 0	28. 0	8. 0								12.00	24.00	1st Class.			
2nd Class.	21.10	18. 0	18. 0	6. 0	Townsville.				Moji.			7.00	14.00	2nd Class			
Inter.	10.10	9.10	9.10	3.10								3.00	6.00	Inter.			
3rd Class.	7. 0	6. 0	6. 0	2. 0								2.50	5.00	3rd Class.			
	£	£	£	£	£								Y				
1st Class.	34.10	30. 0	30. 0	11. 0	6. 0								12.00	1st Class.			
2nd Class.	23.10	20. 0	20. 0	9. 0	4. 0	Brisbane.			Kobe.				7.50	2nd Class.			
Inter.	12. 0	10.10	10.10	4.10	2.10								4.00	Inter.			
3rd Class.	8. 0	7. 0	7. 0	3.10	1.10								3.00	3rd Class.			
	£	£	£	£	£	£								Yokohama.			
1st Class.	37.10	33. 0	33. 0	13. 0	8. 0	3. 0											
2nd Class.	26.10	23. 0	23. 0	11. 0	6. 0	2. 0	Sydney.										
Inter.	13. 0	11.10	11.10	5.10	3. 0	.15											
3rd Class.	9. 0	8. 0	8. 0	4. 0	2. 0	.10											
	£	£	£	£	£	£	£										
1st Class.	38.10	34. 0	34. 0	14. 0	9. 0	4.10	2.10										
2nd Class.	27.10	24. 0	24. 0	12. 0	7. 0	3.10	1.10	Melbourne.									
Inter.	14. 0	12.10	12.10	6.10	3.10	1.10	.15										
3rd Class.	10. 0	9. 0	9. 0	4.10	2.10	1. 0	.10										
	£	£	£	£	£	£	£	£									
1st Class.	40.10	36. 0	36. 0	16. 0	11. 0	7. 0	4. 0	2.10									
2nd Class.	29.10	26. 0	26. 0	14. 0	8. 0	5. 0	3. 0	1.10	Adelaide.								
Inter.	15. 0	13.10	13.10	7.10	4.10	2. 0	1.10	.15									
3rd Class.	11. 0	10. 0	10. 0	5. 0	3. 0	1.10	1. 0	.10									

Return Tickets.—Between Japan, Manila and Australian ports, available for 6 months, 20% less on Return Fare.

Children.—Under 3 years, free for one; others quarter fare each.
Under 5 years, ½ fare. Under 12 years, ½ fare.

Special Reductions.—Missionaries and their families... ...10% reduction.
Persons in Diplomatic Service 15% „
Japanese Naval and Military officers 20% „
Family equal to 4 adults' fares 10% „
„ „ to 6 „ „ 15% „

N. B.—The above reductions and rates for children are applicable to through passages between Japan or Hongkong and Manila or Australia, but not to passages between Japan and Hongkong, terminating at either place.

AMERICAN LINE.

THIS is a regular fortnightly service to Canada and the United States of America. Its termini are Hongkong and Seattle, and it touches at Shanghai, Moji, Kobe, Yokohama and Victoria, B. C. on the outward and homeward voyages alike. The steamers employed on the line are :—



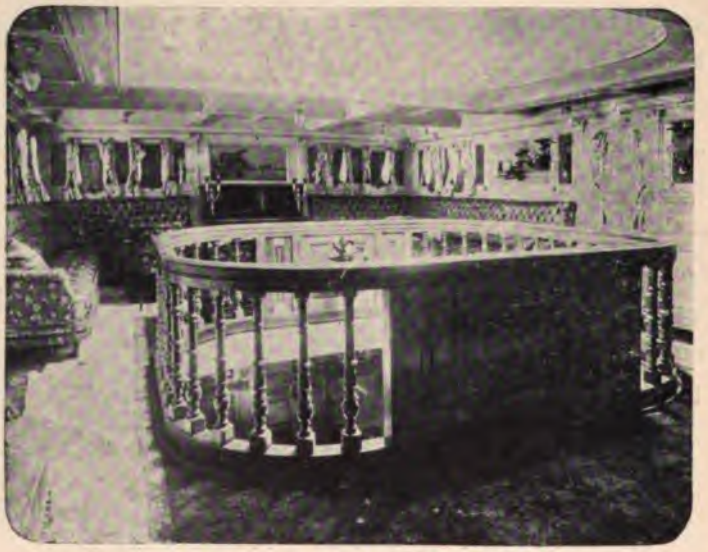
S. S. "Aki Maru."

	Gross Tonnage		Gross Tonnage
Aki Maru	6,444	Kaga Maru	6,301
Shinano Maru	6,388	Tosa Maru	5,823
Iyo Maru	6,320	Riojun Maru	4,806

Of the above six vessels, the three sister ships, Iyo Maru, Kaga Maru, and Shinano Maru, are new twin-screw

steamers specially built for this service, well equipped in every respect for the comfort and safety of passengers. Generally speaking, the accommodation on these three steamers is similar to that on the Company's European liners, with a few modifications specially designed to adapt the vessels to this particular service.

The particular attention of the public is called to the "Aki Maru" which was completed in February 1903 and



Social Hall, S. S. "Aki Maru."

put on this service from March of that year. In size and some other respects she is similar to the three sister-ships, the "Shinano Maru," the "Iyo Maru" and the "Kaga Maru,"

but her passenger accommodation is even superior and she has more numerous cabins on the upper and bridge decks, while the whole of the upper bridge deck, with the exception of the smoking room and the captain's cabin, is adapted for promenade purposes.

The service connects at Seattle with the Great Northern Railway, which, passing through the valley of the Columbia River and the Rocky Mountains, offers scenic attractions of a most exceptional character. As for the rail equipment, it is of the highest quality, being much superior to that of other Pacific roads; and there is the further advantage of a handsomely furnished buffet library car, which is no small convenience and comfort to tourists.

Through tickets and through bills of lading between Yokohama, Kobe, Hongkong, Shanghai, Vladivostock and other principal ports of Japan, China, Korea, the Straits Settlements, the Philippine Islands, Australia, and places in America and Europe, are issued alike by the Nippon Yusen Kaisha and the Great Northern Railway Company on application.

The Voyage and Ports *en route.*

The steamer leaves Hongkong (*vide* p. p. 73–84) on the afternoon of every second Tuesday and reaches Shanghai (*vide* p. p. 61–72) on the following Saturday morning,

sailing thence on Sunday morning, and entering Kobe (*vide* p. p. 47–53) on Thursday forenoon after a day's stay at Moji (*vide* p. 56). Kobe is left on Saturday afternoon, and Yokohama (*vide* p. p. 24–46) reached on Monday morning, the steamer remaining there until the afternoon of the following Wednesday when the trans-Pacific voyage is commenced. It occupies 15 days, Victoria being reached on



1st-Class Smoking Room, S. S. "Aki Maru."

Thursday afternoon. Thus the sea-voyage by this line between Japan and the American Continent is one of the shortest available, and the fares, as will be seen by the appended schedule, are exceptionally low.

Victoria. The capital of British Columbia lies near the south-eastern corner of Vancouver Island and has a population of some 24,000, among whom are many Chinese and a small but growing element of Japanese. No special interest attaches to the town, except as a point of departure for steamers plying daily to Vancouver city and to ports on Puget Sound, and fortnightly to San



1st-Class Cabin, S. S. "Aki Maru."

Francisco. Victoria harbour used not to be available for ships drawing more than 17 feet of water, but the recent construction of a wharf has provided facilities for the largest vessels. Some 3 miles westward of Victoria and connected

with it by electric railway lies the harbour of Esquimalt, which forms the head-quarters of the British Pacific Squadron, possesses a large dry dock and is defended by fortifications of modern type.

Seattle.

The steamer leaves Victoria on the afternoon of the day of her arrival there, and reaches Seattle on the following morning, the route lying through the inland sheet of water known as Puget Sound, on an arm of which, called Elliot Bay, the city stands. Seattle is built with considerable regularity on land rising steeply from the shore of the Bay and descending eastward to Lake Washington, a sheet of water 25 miles long presenting many scenic beauties. The largest town of Washington State, it has a population of over eighty thousand, possesses several fine buildings, boasts seven parks and is connected by lines of steamers with Asiatic ports, San Francisco and Alaska. It is the Pacific coast terminus of the Great Northern Railway, and one of the termini of the Northern Pacific Railway. Recent returns show



Seattle.



Mt. Rainier, Wash. 14,444 feet high.

that there are in Seattle some 960 manufacturing establishments, with a capital of ten millions of dollars, employing between eight thousand and nine thousand hands, and turning out over twenty-six million dollars' worth of products annually. The great growth of the city is quite modern. It was founded in 1852, taking its name from an Indian chief, but thirty years later its population



Promenade Deck, S. S. "Aki Maru."

totalled less than four thousand, so that in twenty years the number of its inhabitants increased twenty-fold, a phenomenon mainly due to the development of the lumber industry. A terrible conflagration in 1889 destroyed nearly

the whole business quarter of the city, but this disaster did not appreciably retard its prosperity.

The Return Voyage.

The dates of the steamers' departure from Seattle on the westward voyage are arranged so as to fall twelve days, after their arrival in that port. No stay is made at Victoria, and Yokohama is reached on the sixteenth day from Seattle.

American Line (Passage Rates.)

(Subject to change without notice.)

TO	From Hongokong and Shanghai and Vice Versa.						From Moji, Kobe and Yokohama and Vice Versa.					
	FIRST CLASS.						FIRST CLASS.					
	Single.		Return.		European Servants.	Inter.	Single.		Return.		European Servants.	Inter.
	Ordinary.	Special.	4 Mons.	12 Mons.	Single	Single	Ordinary.	Special.	4 Mons.	12 Mons.	Single	Single
	£	£	£	£	£	£	£	£	£	£	£	£
Seattle, Wash. Vancouver, B. C. Tacoma, Wash. Victoria, B. C. Portland, Oregon. San Francisco, Cal.	36	28	54	63	26	20	31	24	49	54.10	22	18
St. Paul, Minn. Duluth, Minn. Minneapolis, Minn. Superior, Wis. Sioux Falls, S. D. Sioux city, Iowa. Yankton, S. D. Winnipeg, Man.	41	35	64	73	33	26	39	33	63	70.10	31	25
Chicago, Ill. St. Louis, Mo.	42	36	70	77	34	27	40	34	68	74	32	26
Montreal, Que. Buffalo, N. Y.	43	37	72	79	35	28	41	35	70	76	33	27
New York, N. Y. Boston, Mass. Philadelphia, Pa.	44	38	74	81	36	28	42	36	72	78	34	27
			6 Mons.						6 Mons.			
Liverpool or London, *viâ* New York.	53	47	94	100	45	36	53	47	94	100	45	36
Liverpool or London, *viâ* St. Lawrence Line.	50	44	88	94	42	34	50	44	88	94	42	34
Antwerp, *viâ* London.	56	50	100	106	48		56	50	100	106	48	

On sales made in the Orient the above rates are payable in local currency at the demand rate of exchange on date of passage ticket.

Intermediate Return Tickets:– Between Orient ports and coast ports of America and Canada, and *vice versa* for 4 months, 50% off on return passage.

RATES OF PASSAGE FOR CHILDREN.
(1st Class and Intermediate.)

To American points and between China and Japan ports.

Each child under 12 and over 5, 1/2 throughout.
" " " 5 " " 2, Pacific 1/4, railway Free.
One " " 2, Free if no separate berth required.
Each additional child under 2, Pacific 1/4, Railway free.

To Europe *viâ* New York or Montreal.

Each child under 12 and over 5,	1/2 throughout.
Each child under 5 and over 2,	Pacific 1/4, Railway free, Atlantic 1/2
One child under 2 over 1,	Pacific free, if no separate berth required. Railway free; Atlantic 1/2
One child under 1,	Free throughout, if no separate berth required.
Additional children under 2,	Pacific 1/4, Railway free; Atlantic 1/2.

N. B.—In travelling by the Transatlantic steamers where full fare is charged for a child over 8, the difference must be born by the passenger, and generally as to the accommodation etc. for children the regulations of the line concerned must be conformed with.

CONDITIONS OF PASSAGE FOR THROUGH RATES.

Special Rates—To European Points. Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Consular officials, and European Civil Service Officials located in Asia, and to European officials in the service of the Governments of China and Japan, and their families.

To United States and Canadian points.—Special Rates (first class only) are confined, and will only apply, to Missionaries, members of the Naval, Military, Diplomatic and Consular Services located in Asia, and to Diplomatic and Consular Officials of the Governments of China and Japan and their families. Passengers claiming these special rates will be required to produce proper credentials. No return tickets granted at special rates.

Persons engaged in Railways, Telegraphs, Colleges, Schools, Mines, and similar occupations, or Merchant consuls, are not to be classed as Civil Service Employees, or be entitled to the concession applying to that class.

Missionary rates do not apply to Salvation Army Officers, Members of the Women's Christian Temperance Union or Similar Organizations, or to

Clergymen unless they are actually engaged in Mission Work and accredited by a Mission Board.

First-Class Passengers to Europe *viâ* New York and *viâ* the St. Lawrence Line are entitled to first-class accommodation, ordinary rating, on the Atlantic ships.

Great Northern Railway Line

in connection with

N. Y. K. STEAMERS.

DOUBLE DAILY SERVICE; INAUGURATED MARCH 1, 1903,

BETWEEN THE

"TWIN" CITIES AND THE PACIFIC COAST.

WESTBOUND.

No. 1—"Flyer."—Leaves St. Paul 10.30 a. m., Minneapolis 11.00 a. m. runs *viâ* Fargo and Grand Forks; arriving at Spokane 7.00 a. m., Everett 6.30 p. m.; Seattle 8. p. m.

No. 3—"Puget Sound Express" (new train)—Leaves St. Paul 5.00 p. m.; runs *viâ* Breckenridge, Mayville and Larimore, carrying Butte Sleeper; arrives at Helena 8.00 a. m. (second morning); Butte 11.30 a. m.; Spokane 7.30 p. m.; Everett 7.30 a. m.; Seattle 9.00 a. m.

EASTBOUND.

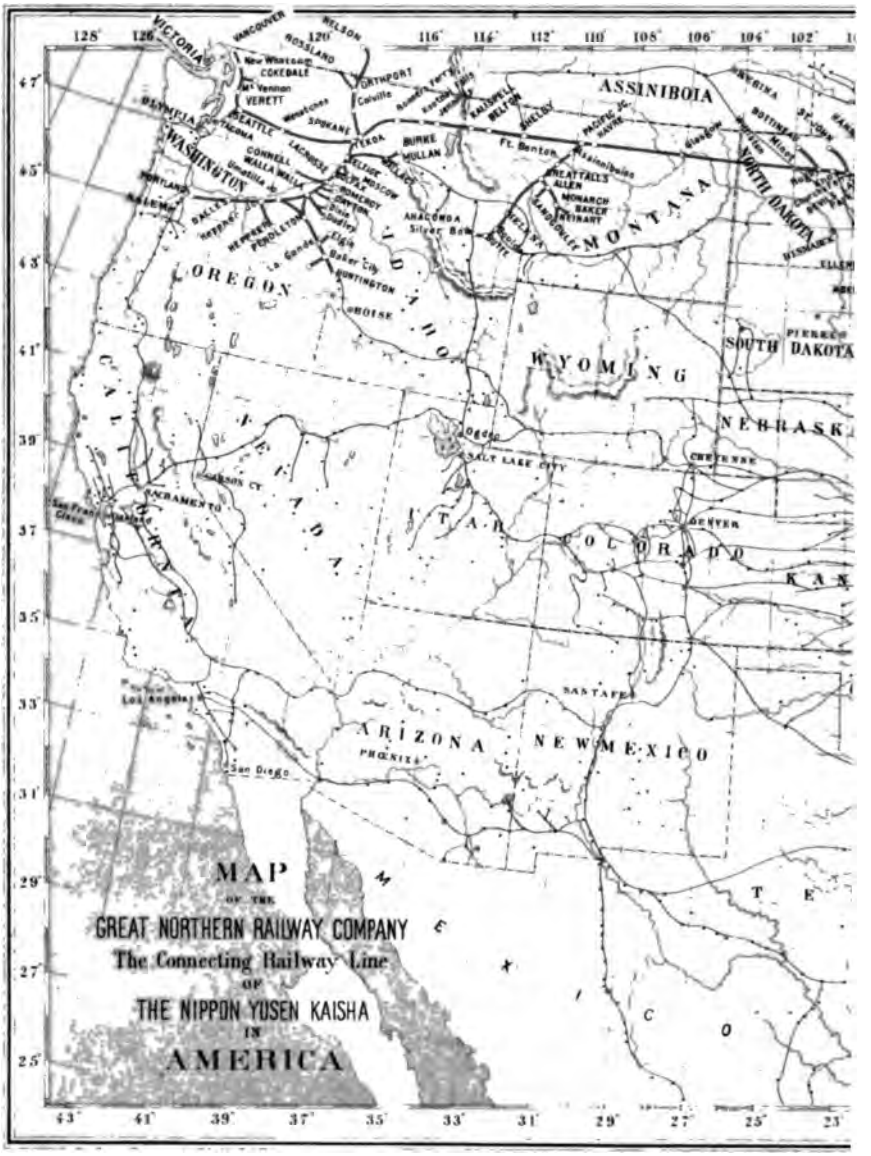
No. 2.—"Flyer."—Leaves Seattle 8.30 a. m., Everett 10.00 a. m., Spokane 9.40 p. m., arriving at St. Paul 10.40 p. m. (This makes two nights to St. Paul, three to Chicago, four to New York.) runs *viâ* Grand Forks and Fargo.

No. 4.—"Eastern Express" (new train).—Leaves Seattle 7.30 p. m., Everett 9.00 p. m., Spokane 8.50 a. m., arriving at Minneapolis 2.15 p. m., St. Paul 2.45 p. m. (This train has Butte connection and runs *viâ* Mayville and Breckenridge Division).

THE "FLYER" CROSSES THE ROCKY MOUNTAINS AND CASCADE MOUNTAINS BY DAYLIGHT,

and is the Fastest Train between the "Twin Cities" and the Pacific Coast.

Both trains are made up of new equipment lighted throughout by acetylene gas.


MAP
OF THE
GREAT NORTHERN RAILWAY COMPANY
The Connecting Railway Line
OF
THE NIPPON YUSEN KAISHA
IN
AMERICA
ASSINIBOIA
MONTANA
NORTH DAKOTA
SOUTH DAKOTA
WYOMING
NEBRASK
COLORADO
KAN
UTAH
NEVADA
OREGON
IDAHO
ARIZONA
NEW MEXICO
WASHINGTON
CALIFORNIA
VANCOUVER
VICTORIA
SEATTLE
SPOKANE
PORTLAND
SALEM
SACRAMENTO
SALT LAKE CITY
DENVER
CHEYENNE
SANTA FE
PHOENIX
San Diego
Los Angeles
GREAT FALLS
HELENA
BUTTE
ANACONDA
Silver Bow
BOISE
Baker City
HUNTINGTON
PENDLETON
LEWISTON
COEUR D'ALENE
SPOKANE
WALLA WALLA
YAKIMA
OLYMPIA
TACOMA
EVERETT
NEW WESTMINSTER
COKEDALE
Mt Vernon
ROSSLAND
NELSON
ORTHPORT
Coeur d'Alene
KALISPELL
SHELBY
Ft. Benton
BURKE
MULLAN
MILES CITY
BILLINGS
MINOT
WINNIPEG
PACIFIC JC.
MONARCH
BAKER
DEVIL'S LAKE
PIERRE
BISMARCK
Grand Forks
Portland
Ogden
Carson Cy.
Pueblo
Colorado Springs
Fort Worth
Albuquerque
El Paso
Tucson
Yuma
Needles
Mojave
Fresno
Stockton
Oakland
San Francisco
Santa Barbara
Monterey
Reno
Elko
Winnemucca
Pocatello
Idaho Falls
Twin Falls
Lewiston
Grangeville
Wenatchee
Ellensburg
Aberdeen
Hoquiam
Chehalis
Centralia
Longview
Kelso
Astoria
Tillamook
Newport
Eugene
Roseburg
Medford
Klamath Falls
Crescent City
Eureka
Fort Bragg
Ukiah
Santa Rosa
Napa
Vallejo
Martinez
Richmond
Berkeley
Alameda
San Leandro
Hayward
San Jose
Santa Cruz
Salinas
Watsonville
Gilroy
Modesto
Merced
Madera
Visalia
Bakersfield
Santa Maria
San Luis Obispo
Santa Barbara
Ventura
Pasadena
Riverside
San Bernardino
Redlands
Pomona
Long Beach
Santa Ana
Oceanside
Escondido
Coronado
National City
Chula Vista
Imperial
Calexico
Mexicali
Nogales
Douglas
Bisbee
Tombstone
Benson
Willcox
Deming
Las Cruces
Alamogordo
Roswell
Carlsbad
Artesia
Hobbs
Lovington
Clovis
Portales
Tucumcari
Amarillo
Pampa
Borger
Wichita Falls
Vernon
Quanah
Childress
Paducah
Lubbock
Plainview
Hereford
Dalhart
Texline
Clayton
Raton
Trinidad
La Junta
Lamar
Holly
Springfield
Las Animas
Rocky Ford
Pueblo
Canon City
Salida
Leadville
Glenwood Springs
Grand Junction
Montrose
Durango
Silverton
Ouray
Telluride
Gunnison
Crested Butte
Steamboat Springs
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Cleburne
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Sherman
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Shawnee
Oklahoma City
Guthrie
Enid
Kingfisher
Hennessey
Kingman
Arkansas City
Winfield
Wellington
Caldwell
Hutchinson
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Salina
Abilene
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Kansas City
Leavenworth
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St. Joseph
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Kearney
Grand Island
North Platte
Ogallala
Sidney
Cheyenne
Laramie
Rawlins
Rock Springs
Green River
Evanston
Ogden
Salt Lake City
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Laramie
Rawlins
Rock Springs
Green River
Evanston
Ogden
Salt Lake City


MINNESOTA
WISCONSIN
MICHIGAN
IOWA
ILLINOIS
INDIANA
OHIO
PENNSYLVANIA
NEW YORK
MAINE
VERMONT
MASS.
R. I.
CONN.
NEW JERSEY
MARYLAND
DELAWARE
WEST VIRGINIA
VIRGINIA
KENTUCKY
MISSOURI
NORTH CAROLINA
SOUTH CAROLINA
TENNESSEE
ARKANSAS
MISSISSIPPI
ALABAMA
GEORGIA
FLORIDA
LOUISIANA
GULF OF MEXICO
ATLANTIC OCEAN
BAHAMA ISLANDS
Lake Superior
Lake Michigan
Lake Huron
Lake Erie
Lake Ontario
Chicago
Detroit
Cleveland
Buffalo
Pittsburg
Philadelphia
Baltimore
Washington
Boston
New York
Albany
Montreal
Ottawa
Toronto
St. Paul
Minneapolis
Milwaukee
Madison
Springfield
St. Louis
Indianapolis
Cincinnati
Columbus
Louisville
Nashville
Memphis
Little Rock
Jackson
Mobile
New Orleans
Galveston
Atlanta
Charleston
Savannah
Wilmington
Norfolk
Richmond
Raleigh
Jacksonville
Tallahassee
Montgomery
Omaha
Council Bluffs
Sioux City
Duluth
Houston
96° 94° 92° 90° 88° 86° 84° 82° 80° 78° 76° 74° 72° 70° 68° 66°
47° 45° 43° 41° 39° 37° 35° 33° 31° 29° 27° 25°
19° 17° 15° 13° 11° 9° 7° 5° 3° 1° 0° 1° 3°

BOMBAY LINE.

THIS is a four-weekly service between Yokohama and Bombay, maintained with three fast steamers of from 3,000 to 4,000 tons, which have excellent accommodation for a limited number of cabin passengers. The voyage occupies 33 days. On the outward trip from Yokohama, the steamer calls at Kobe (2 days' stay), Moji (1 ½ days' stay), Hongkong (1 ½ days' stay), Singapore (2 days) and Colombo (1 ½ days). On the homeward trip from Bombay, Tuticorin may be called at instead of Colombo, but both ports as well as Moji may be omitted altogether from the schedule. The periods of stay at each of the places of call on the homeward voyage are Colombo (or Tuticorin) ½ day; Singapore ½ day; Hongkong 2 ½ days; Moji ½ day; and Kobe 4 days. Extra steamers are often despatched to and from Bombay.

All the places on this route with the exception of Tuticorin and Bombay have been already described.

Tuticorin. This is a sea-port in the Tinnevelly district of Madras. It was long in possession of the Dutch, but is now a town of British India. Having only an open roadstead with no good anchorage within 2½ miles of the shore, the place did not acquire any commercial importance until it became the terminus of the South Indian Railway which runs thence, in a north-easterly direction, 443 miles to Madras. This access of communication facilities was effected in 1875, and thereafter Tuticorin grew rapidly, so that it has now a population of over 25,000, is the second port in Madras and the sixth in all India. The chief exports are rice and live stock to Ceylon, and cotton, sugar, coffee and spices to other places. As to industries, the principal are the ginning, pressing and spinning of cotton, and the fishing of conch shells. There used to be a pearl fishery but it has been practically abandoned. Tuticorin's connexion with cotton explains the fact that it is often a port of call for the Company's Bombay steamers, the chief functions of this service being to transport raw cotton to Japan for the use of the manufacturers in the latter country. The distance from Tuticorin to Colombo by sea is 149 miles.

Bombay. This city, the capital of the great presidency of the same name, is the chief sea-port of western India and lies within 19 degrees north of the equator. It ranks next to Calcutta in the matter of population, having nearly eight hundred thousand inhabitants. Calcutta has over a million, being thus the third most populous town in the British empire. Between 1881 and 1891, the population of Bombay grew at the rate 6 per cent, but thenceforth the ravages of plague told sensibly. From September 1896 to July 1898 the number of cases recorded was 31,083 of which 27,533 ended fatally. In 1897, the death rate was thus raised from its previous average of 35 per thousand to 58.3, and in 1899 it rose to 69.5, though among the European residents the rate was only 19. The city is built on an island forming one of a group connected by causeways with the mainland. It has an area of 22 square miles and is the centre of a flourishing cotton ndustry, having over 70 cotton mills with nearly twenty thousand looms, two millions of spindles and sixty-five thousand hands. These mills consume 2½ million cwts. of cotton nearly. Bombay, being the terminus of three railway systems, may be regarded as the maritime outlet of western and central India, but drought and plague have seriously interfered with its development during recent years.

The fares by this line are shown in the following table:—

Bombay Line.

	Yokohama.							
1st Class.	Y 12.00	Kobe.						
2nd Class.	7.50							
3rd Class.	3.00							
1st Class.	Y 24.00	Y 12.00	Moji.					
2nd Class.	14.00	7.00						
3rd Class.	5.00	2.50						
1st Class.	Y 75.00	Y 65.00	Y 60.00	Hongkong.				
2nd Class.	45.00	40.00	35.00					
3rd Class.	18.00	18.00	16.00					
1st Class.	Y 110.00	Y 105.00	Y 105.00	Y 65.00	Singapore.			
2nd Class.	85.00	80.00	80.00	45.00				
3rd Class.	35.00	35.00	35.00	22.00				
1st Class.	Y 125.00	Y 120.00	Y 120.00	Y 85.00	Y 22.00	Penang.		
2nd Class.	90.00	85.00	85.00	55.00	17.00			
3rd Class.	40.00	40.00	40.00	28.00	7.00			
1st Class.	Y 170.00	Y 165.00	Y 165.00	Y 135.00	Y 85.00	Y 70.00	Colombo	
2nd Class.	120.00	115.00	115.00	90.00	55.00	45.00	Tuticorin.	
3rd Class.	55.00	55.00	55.00	45.00	28.00	22.00		
1st Class.	Y 205.00	Y 200.00	Y 200.00	Y 165.00	Y 110.00	Y 100.00	Y 45.00	Bombay.
2nd Class.	135.00	130.00	130.00	110.00	75.00	65.00	28.00	
3rd Class.	65.00	65.00	65.00	55.00	39.00	33.00	13.00	

Return Tickets.—Available for Six Months, 50% less on Return Fare, 1st and 2nd Class only.

Special Reductions.—Missionaries and their families 15% 1st-Class only, Diplomatic and Consular officers and their families 15% 1st and 2nd Class only. Japanese naval and military officers 20%.

THE SHANGHAI LINE.

This is a weekly service maintained with three passenger boats, viz :—

Kasuga Maru	3,820 tons.
Kōsai Maru	2,635 tons.
Hakuai Maru	2,636 tons.

They have excellent accommodation for passengers and are too well known in the Far East as thoroughly comfortable ships to require any special description here.

The steamers leave Yokohama every Thursday at 10 a. m. and reach Shanghai on the following Wednesday afternoon, calling *en route* at Kobe (½ day's stay), Moji (a few hours), Nagasaki (one day). The return voyage from Shanghai commences on Saturday forenoon and ends in Yokohama on the following Friday afternoon, the stoppages at intermediate ports being the same as on the outward voyage except at Moji, where the delay is a few hours less. The steamers are expressly timed so that as large a part as possible of the world-renowned Inland Sea (*vide* p. p. 54–60) is traversed during day light, passengers thus having an opportunity of viewing the lovely and varied scenery of this land-locked sheet of water. In summer months the Company issues excursion tickets between Shanghai and Nagasaki at greatly reduced rates for first-class passengers, who are thus

enabled to escape from the heat of the Yangtse Settlement to the refreshing coolness of Japan.

All the points on this route have been already described and the descriptions may be found by reference to the Index.

The following table shows the fares :—

Shanghai Line.

	Yokohama.				
	Y				
1st Class.	12.00				
Do. Return.	18.00	Kobe.			
2nd Class.	7.50				
Do. Return.	12.00				
Steerage.	3.00				
	Y	Y			
1st Class.	24.00	12.00			
Do. Return.	36.00	18.00	Moji.		
2nd Class.	14.00	7.00			
Do. Return.	21.00	11.00			
Steerage.	5.00	2.50			
	Y	Y	Y		
1st Class.	30.00	20.00	10.00		
Do. Return.	45.00	30.00	15.00	Nagasaki.	
2nd Class.	19.00	12.00	6.00		
Do. Return.	28.00	18.00	9.00		
Steerage.	7.00	4.00	2.00		
	Y	Y	Y	Y	
1st Class.	54.00	42.00	32.00	24.00	
Do. Return.	81.00	63.00	48.00	36.00	Shanghai.
2nd Class.	33.00	26.00	20.00	15.00	
Do. Return.	50.00	40.00	30.00	22.00	
Steerage.	12.00	10.00	8.00	6.00	

Special Reductions.—Missionaries and their families 25% 1st-Class Single Ticket only.

Diplomatic and Consular officers and their families 15% 1st and 2nd Class Single Tickets only.

Japanese Naval and Military officers 20%.

Return Tickets.—Available for 90 days.



KOBE-VLADIVOSTOCK LINE.

THIS is a fortnightly service maintained with two excellent steamers, which have accommodation for all classes and are fitted with every appliance for comfort and safety. The steamers call *en route* at Moji, Nagasaki, Fusan, Gensan and Songching, so that the traveller, in addition to viewing the Inland Sea, has an opportunity of visiting some of the most interesting and important points in Korea. On the northward voyage to Vladivostock none of the intermediate stays exceeds half a day, but on the southward voyage to Kobe the steamer remains a day and a half at Gensan; hence whereas the northward trip occupies exactly a week, the southward requires eight days.

During the depth of winter, when the frozen harbour of Vladivostock renders navigation thither impossible, the service to that port is suspended, and Songching becomes the northern terminus.

For descriptions of Kobe, Moji and Nagasaki the reader is referred to the Index.

Fusan.

Fusan—or Pusan as it is called by the Koreans—is the principal port of the south-eastern among the eight provinces of Korea. It lies in latitude 35°6′6″ north, and has been opened to Japanese trade since 1876 and to the trade of the world since 1883. The native town is a walled city situated at the head of the harbour. It has a population of about 5,000, and is a poor place, deriving its chief importance from some imperial granaries for storing rice. What renders Fusan interesting is the Japanese Settlement, which lies at some distance from the walled town and has between six and seven thousand Japanese inhabitants out of a total of some twenty-three thousand residing throughout Korea. The settlement is opposite Deer Island (Cholyongdo)



View of Fusan.

and its general condition offers a marked contrast to the squalidness of the walled city. The harbour is roomy, with a depth of water sufficient for vessels of large size. Fusan has of late years attracted special attention as the southern terminus of a line of railway which a Japanese Syndicate is

constructing from that place to Seoul, the capital of Korea. This line will connect with the already opened road from Seoul to Chemulpo, and may ultimately form the southern section of a grand trunk railway extending as far as Wiju on the Yalu. Korea's development is conspicuously impeded by defective means of communication, and it is expected that the Seoul-Fusan Line, which will traverse some of the richest provinces in the empire, can not fail to prove a powerful factor of prosperity. Associated with the railway works there is a large scheme of fore-shore reclamation which will add greatly to the area of available building sites in extension of the Japanese settlement. Fusan has an excellent climate, good sea-bathing and thermal springs within easy reach. It is connected with Japan by a submarine cable, and with North-China ports by regular lines of steamers.

The only consulates at Fusan are those of Japan and China. There is no hotel conducted in foreign style, but good meals can be obtained at Japanese restaurants in the Settlement. The banks are all Japanese, namely the First, the Eighteenth and the Fifty-eighth, and the S. S. Companies are the Chinese Eastern, the Japanese-Korean Merchants Ship,



Gate of Independence, Korea.

the Korean Coasting, the NIPPON YUSEN KAISHA, the Osaka Shōsen Kaisha, the Ōya, and the Tsushima-Fusan Steam Navigation.

Gensan
or Yuensan
or Wonsan.

On the voyage from Nagasaki to Vladivostock the vessel is never more than one day at sea, the ports Fusan, Gensan, Songching and Vladivostock being only a few hours' steaming from each other.

Gensan, so called by the Japanese but known in Korea as "Wonsan" and in China as "Yuensan," is about half way between Fusan and Vladivostock. It is on the eastern shore of Broughton Bay, and was opened to Japanese trade in 1880, becoming free of access to all nations 3½ years later. The



Japanese Settlement, Gensan.

harbour is one of the best on the eastern coast of Korea, being deep, spacious and well sheltered. Until its opening to foreign trade Gensan owed all its importance to its position as the

principal sea-port town on the main road from Seoul to the Tumen River which divides Korean and Russian territory on the north east. Thereafter it grew considerably so that the native town has now a population of over twenty thousand. The prominent feature of the place is the Japanese settlement. It has some 1,500 inhibitants, is well kept and apparently prosperous, and its general aspect contrasts markedly with the squalor of the adjacent town. Other foreign residents total about 150, and of these four-fifths are Chinese. Gensan approaches very near the limit of the ice-bound region. In the depth of winter – from the second half of December to the first week in February, —the harbour opposite the native town is often frozen over, but farther out ships can always find comparatively unimpeded anchorage. The district surrounding Broughton Bay is fertile and well cultivated, and in the vicinity various minerals, including gold, are obtained in tolerable quantity. There is a considerable export of live cattle to Vladivostock for food purposes, and a line of telegraph, connecting the place with Seoul, was opened in 1891. It extends northward to within some 30 miles of the Tumen, and its connexion with the Russian wires beyond that river has more than once threatened to become an international problem.

In the matter of foreign trade Gensan, though it does not yet surpass Fusan, shows a development lacking in the case of the latter. At Fusan the total value of the trade in



Korean Lady in Street.

1897 was nearly 6½ million *Yen*, and it is now below that figure, whereas at Gensan a commerce of 3 millions in 1897 has now grown to 4 millions, excluding nearly 1¾ million *Yen* worth of gold dust.

The only consulate is that of Japan; there is one hotel, "the Gensan," and one bank, the Eighteenth (Japanese). Steamship Companies are the Chinese Eastern Railway S. S. Company, the NIPPON YUSEN KAISHA and the Osaka Shōsen Kaisha. Alike at Gensan and at Fusan the posts and telegraphs are in Japanese hands.

Songching. A hundred and twenty miles northward of Gensan, on the north-eastern coast of Korea, lies Songching, once a fortified city but now little more than a village, its native inhabitants scarcely exceeding five hundred. About a hundred foreigners have settled there since the place was opened to trade in 1899. Most of them are Japanese belonging to the lower middle and labouring classes, but it is not impossible that a considerable development will take place in the course of time, for the region produces large quantities of beans, always in demand for export to Japan, is said to have coal, copper and gold within easy access, and possesses



Daido Gate at Heijo, Korea.

also a very superior kind of granite which may ultimately be worth shipping. The cattle too are of the fine breed so abundant in Korea, and along the coast there are excellent fishing grounds where Japanese boats obtain large quantities of *beche de mer*. The harbour, however, is little better than an open roadstead. Vessels drawing more than 10 feet must

be content to lie fully a quarter of a mile from the shore, with which they can not communicate unless climatic conditions are favourable. The temperature is moderate at all seasons, but constant fogs are a disagreeable feature. There is but one consulate, that of Japan ; a bank has not yet been established, and the only maritime carrying companies are the Chinese Eastern Railway S. S. Company and the NIPPON YUSEN KAISHA. The main road from Seoul to the Tumen passes Songching at a distance of some 3 miles inland.

Vladivostock.

Vladivostock is one day's steaming from Songching. Its latitude is 43° north, and it has a splendid harbour, divided at the entrance into two narrow passages by Dundas Island, and thereafter running in a northern direction for half a mile and then bending eastward for a mile. Hills, comparatively low on the south and high on the north, surround the harbour completely, and the southern slopes of the hills on the north are the site of the town. It has undergone great development during recent years, and is now distinguished by several handsome public buildings and substantial private residences which have taken the place of wooden shanties that once constituted the only edifices. The population number about 30,000, and the trade of the place has increased largely within the past decade, though



Bird's-eye View of Vladivostock.

if imports on official account were substracted, the residue would not be very considerable. In fact, for all the excellence of its harbour and despite of the importance attaching to it as one of Russia's two naval stations in the Far East, Vladivostock labours under the disadvantage of having no hinterland capable of large development. Nature has not endowed the Usuri region with great agricultural capacities, and the climate is such that Russian settlers do not prosper, though persevering and costly efforts have been made by the Government to foster immigration. The harbour is ice-bound in January and February, but by the aid of powerful ice-breakers steamers can generally effect an entrance. There is a floating dock which can take in vessels up to 3,000 tons, and a graving dock capable of accommodating war-ship was opened in 1897. Vladivostock does not show well-kept streets or good sanitary arrangements, but there are excellent educational facilities and the presence of a large garrison creates many features of interest and amusement. The place is connected by rail (475 miles N. N. E. with Khabarovsk, the capital of the Amur region, and is the far-eastern terminus of the Trans-Manchurian line by which the journey to Europe can be comfortably and swiftly made with only one break en route.



Street in Vladivostock.

The residences of the Military Governor of Usuri Territory and of the Admiral in command on the station are among the most conspicuous buildings, and there is a public garden in which a naval band plays twice a week in summer.

CONSULATES.

Belgium, China, France, Germany, Great Britain, Japan, the United States of America; all of which are represented by commercial agents.

BANKS.

Chartered Bank of India and China; Imperial Government Bank; Jaroslawsko-Kostromskoi Bank; Kunst & Albers; Russo-Chinese Bank.

HOTELS.

Hotel de l'Europe; Hotel Moskwa; Pacific Hotel.

STEAMSHIP COMPANIES.

Amur Compagnie de Navigation; Amur S. S. Co.; China Navigation Co.; Chinese Eastern Railway S. S. Co.;

East Asiatic Co.; Glen Line; Hamburg America Line; Indo-China S. N. Co.; Indra Line; NIPPON YUSEN KAISHA; Norddeutscher Lloyd; Northern S. N. Co.; North Pacific S. S. Co.; Occidental and Oriental S. S. Co.; Ocean S. S. Co.; Oregon and Oriental S. S. Co.; Pacific Mail S. S. Co.; Russian Baltic S. N. Co.; Russian East Asiatic Co.; Russian Steam Nav. & Trading Co.; Russian Volunteer Fleet; Scottish Oriental S. S. Company; Tōyō Kisen Kaisha.

The steamer remains at Vladivostock four full days before turning her head southward, so that the tourist has ample time to explore the town and its vicinity.

The table in the following page shows the fares and other particulars :—

Vladivostock Line.

	Kobe.					
	Y					
1st Class.	12.00					
Do. Return.	18.00	Moji.				
2nd Class.	7.00					
Do. Return.	11.00					
3rd Class.	2.50					
	Y	Y				
1st Class.	20.00	10.00				
Do. Return.	30.00	15.00	Nagasaki.			
2nd Class.	12.00	6.00				
Do. Return.	18.00	9.00				
3rd Class.	4.00	2.00				
	Y	Y	Y			
1st Class.	24.00	16.00	15.00			
Do. Return.	44.00	29.00	27.00			
2nd Class.	15.00	10.00	10.00	Fusan.		
Do. Return.	27.00	18.00	18.00			
3rd Class.	6.00	3.50	3.50			
	Y	Y	Y	Y		
1st Class.	39.00	31.00	28.00	15.00		
Do. Return.	70.00	56.00	50.00	27.00		
2nd Class.	25.00	20.00	20.00	10.00	Gensan.	
Do. Return.	45.00	36.00	36.00	18.00		
3rd Class.	10.00	8.00	8.00	4.50		
	Y	Y	Y	Y	Y	
1st Class.	48.00	40.00	37.00	24.00	9.00	
Do. Return.	86.00	72.00	66.00	43.00	16.00	
2nd Class.	31.00	26.00	26.00	16.00	6.00	Songching.
Do. Return.	56.00	47.00	47.00	29.00	11.00	
3rd Class.	12.50	10.50	10.00	7.00	2.50	
	Y	Y	Y	Y	Y	Y
1st Class.	52.00	44.00	40.00	28.00	15.00	15.00
Do. Return.	94.00	79.00	72.00	50.00	27.00	27.00
2nd Class.	35.00	30.00	28.00	20.00	10.00	10.00
Do. Return.	63.00	54.00	50.00	36.00	18.00	18.00
3rd Class.	14.00	11.50	10.00	8.00	4.00	4.00

Vladivostock.

Children.—Under 4 years, Free for one; others, Quarter Fare each.
Under 12 years, Half Fare.

Special Reductions.—15%—To Diplomatists and their families, 1st and 2nd Class only.

20%—To Japanese Naval and Military Officers.

Return Tickets.—Available for 90 days.

No reduction on 3rd-Class Return Tickets.



KOBE AND NORTH CHINA LINE.

THIS is a weekly service, conducted under mail contract with the Government of Japan and maintained with three steamers of from 1,789 to 1,966 tons, excellently equipped and offering first-class accommodation for passengers. The vessels proceed on alternate voyages to Newchwang and Taku, respectively, so that the service offers fortnightly facilities for reaching either of these places. Similarly, on the homeward track they make Taku and Newchwang their alternate starting points. The ports of call *en route* are Moji, Nagasaki and Chefoo, but it has to be noted that whereas Nagasaki is omitted on the voyage to Taku, whether outward or homeward, it is always included in the voyage to and from Newchwang. In other words, the steamers, when bound for Taku, proceed direct from Moji to Chefoo and *vice versâ*, whereas when Newchwang is their terminal point they touch at Nagasaki between Chefoo and Moji.

Neither at Moji nor at Nagasaki does the vessel remain more than a few hours—from the forenoon to the afternoon.

Chefoo.

The distance from Nagasaki to Chefoo is 546 miles, and the distance from Moji to Chefoo is 580 miles. Each trip is performed in 2½ days. Chefoo—called by the Chinese Yentai—owes its importance chiefly to a salubrious situation and a good anchorage. The native town and the foreign settlement lie on oppossite sides of a spacious bay, and both have for immediate hinterland a range of hills traversed by bad roads on which heavy traffic is possible with pack animals only. There are no scenic attractions, unless the term be applicable to a wide stretch of sandy shore laved by blue sea. These, however, are essential features, for, taken in conjunction with the delightful climate that prevails during six months of the year (April, May, June, September, October and November), they have made the place not only a health resort for the foreign residents of more southern settlements—Chefoo's latitude is 37° N.—, but have also rendered it a favourite



Chefoo.

rendezvous for the squadrons of Occidental Powers in Chinese waters, with the collateral result that it has become an important coaling station. Chefoo has been open to foreign trade since 1863, and inasmuch as it escaped the mediæval influences mainly responsible for the prejudices that exist in some other parts of the Middle Kingdom, its native population have always been distinguished by their orderly and courteous demeanour towards foreigners. There are excellent hotels and good boarding houses, which do a thriving business in the spring and autumn. Previously to the German occupation of Kiaochau Chefoo had virtually the whole of Shantung for drawing exports or supplying imports. But its prosperity as a commercial port is likely to be rudely shaken should the German programme of railway construction divert the arteries of the province to Kiaochau. The staples that it sends abroad are bean-cake, silk, straw-braid, ground-nuts and vermicelli, together with fruits of various kinds, the culture of which has been largely developed during recent years by a combination of foreign and native enterprise. Interest attaches also to a wine-making essay, still in its infancy, which has been started by a foreign firm of good standing, the grape-growing qualities of the soil offering promise of success.

CONSULATES.

Austria-Hungary, Belgium, Denmark, France, Great

Britain, Germany, Italy, Japan, Netherlands, Russia, Spain, Sweden and Norway, the United States of America.

BANKS.

Chartered Bank of India, Australia and China; Chefoo Bank; Comptoir National d'Escompte; Deutsch Asiatische Bank; Imperial Bank of China; International Bank of St. Petersburg; Mercantile Bank of India; National Bank of China; Russo-Chinese Bank; Yokohama Specie Bank.

HOTELS.

Beach Hotel; Sea-View Hotel.

SHIPPING COMPANIES.

California & Oriental S. S. Co.; Canadian and Pacific Railway Co.; China Merchants S. N. Co.; China Mutual S. N. Co.; China Navigation Co.; Eastern Navigation Co.; Hamburg America Line; Hamburg America and Nord Line; Jebsen Line; Indo-China S. N. Co.; Mogul Line; NIPPON YUSEN KAISHA; Norddeutscher Lloyd; Northern S. N. Co.; North Pacific S. S. Co.; Occidental and Oriental S. S. Co.; Ocean S. S. Co.; Oregon and Oriental S. S. Co.; Osaka Shōsen Kaisha; Pacific Mail S. S. Co.; Peninsular and Oriental S. S. Co.; Rickmers Line; Russian Steam Navigation in the East; Russian Volunteer Fleet; Shell Transport and Trading Co.; Shire Line; Tōyō Kisen Kaisha; Union Line.

Taku. From Chefoo to Taku is 194 miles, which is traversed in one day. Taku has much historical interest, but its natural features claim little attention. It is an insignificant village, lying on the southern bank of the Peiho at the latter's embouchure, 67 miles from Tientsin. The whole surrounding country may be described as a huge mud-flat, which extends so far seaward from the mouth of the river that vessels of even medium draught find much difficulty in approaching, and are often



Co.'s Wharf and Stores, Tongku.

obliged to anchor at a distance of more than three miles from the shore until the state of the wind and tide renders the Bar passable. Taku has no foreign residents except those connected with the Imperial Customs, the Pilot

Corporation and the Tug and Lighter Company, the two last being associations that derive much importance from the difficulties encountered by a vessel in passing up and down the Peiho, a river with a treacherously changing bed, and from the fact that ships of any considerable size do not attempt to cross the Bar, but discharge their cargoes at the outer anchorage for transport to Tientsin by barges. Taku has been four times the scene of conflicts between China and foreign Powers. On the first occasion (1858) a British naval squadron found no difficulty in overcoming the feeble defensive resources of the Chinese and in opening the Peiho for the passage of an English ambassador to Tientsin. But two years later, when another assault was made by the same Power for the same purpose, the forts were found to have been so much strengthened in the interval that they beat off the invaders with heavy loss. Fourteen months afterwards an Anglo-French army made an assault from the land side on the northern fortifications and reduced them without much difficulty, their strength being formidable only when supplemented by the difficulties of approach that exist sea-ward. Finally, on the occasion of the Boxer emeute in 1900, the officers commanding an allied squadron lying off Taku decided that the forts must be seized in order to secure open communications between the sea and the foreign settlements in Chili. The forts were then splendidly armed and excellently planned, but they fell before the fire of six gun-



Co.'s Branch Office, Tientsin.

boats—one English, one French, one German and three Russian—and before the daring escalade of three hundred Japanese and three hundred British marines, the Japanese and the British then fighting for the first time side by side. By a treaty subsequently concluded in Peking, the demolition of the forts was determined, and no military obstruction now offers to the passage of the Peiho. Taku has been further deprived of importance by being left outside the line of railway which connects Peking with Shang-hai-kwan and Manchuria. The Peiho station of that line is at Tong-ku two miles above Taku, on the northern side of the river. There is a Taku Hotel, frequented chiefly by sea-faring folk,

and there is a Bernardi Hotel opposite the railway station at Tong-ku, but banks, consulates and shipping offices—excepting the Taku Tug and Lighter Company—do not exist.

KOBE=CHIN-WAN-TAO LINE.

DURING the winter months when Taku is ice-bound, the Company occasionally sends steamers to Chin-wan-tao (Shallow Bay), an anchorage near Shan-hai-kwan in the Gulf of Pechili, which lies close to the Imperial Northern Railway, and, being ice-clear throughout the year, affords access to Peking when the other northern ports are closed. The service is not carried on regularly every year, being under special contract with the Imperial Japanese Government. The route is from Kobe to Ujina, thence to Moji and thence direct to Chin-wang-tao.

Ujina. Ujina is the port of Hiroshima, from which it is 3½ miles distant. Communication between the port and the city—capital of the province of Aki—is by rail. Hiroshima, though a sufficiently important place historically, did not attract any large share of foreign attention until the China-Japan war of 1894-5, when the town became the head-quarters of the Japanese army, the Emperor himself taking up his residence there for several months. It lies amid very beautiful scenery, and for that reason no less than for the sake of its excellent products in bronzes lacquer and wood-carving, it well repays a visit, which may easily be made between the time of the steamer's arrival in the forenoon and her departure in the afternoon. Ujina lies almost midway between Kobe and Moji, so that the steamer leaving Kobe in the afternoon, reaches Ujina the following morning, and leaving Ujina also in the afternoon, anchors at Moji early the next day. From Moji to Chin-wan-tao is three days' steaming, and thus the whole voyage from Kobe takes 5 days. This is the quickest available route between Japan and China, as Peking may be reached in 6 days from Kobe, or in 7 days from Tōkyō.

KOBE-KOREA-NORTH-CHINA LINE.

I.

THIS line differs from the Kobe-North-China Line already described, in that the steamers have for terminal point, on the China side, not Taku but Newchwang, and that they call *en route* at Fusan and Chemulpo. In other words, instead of going direct *viâ* Japanese ports from Kobe to Chefoo and thence to Taku only, the vessels make a detour to Korean ports on the way to Chefoo, and having touched at Taku, proceed thence to Newchwang in Manchuria. Thus the series of ports on the outward voyage is Kobe, Moji, Nagasaki, Fusan, Chemulpo, Chefoo, Taku and Newchwang; which series is merely reversed for the homeward route. The trip from point to point occupies ten days, and, with the exception of Taku and Chemulpo at each of which places a stay of one whole day is made, the steamer does not remain anywhere for an interval longer than from forenoon to afternoon. During the winter season, that is to say, from early in December until



A Temple for Religious Fetes in Korea.

the close of February—an interval which varies from year to year and is often considerably longer in the case of Newchwang—. Taku and Newchwang are ice-bound. Hence these two places are cut out of the schedule and Chefoo becomes the terminal point on the China side. The steamers are excellent sea-boats with good accommodation for passengers of all classes.

All the ports on this line have already been described, except Chemulpo and Newchwang.

Chemulpo.

This port, of which the Korean name is Chemulpo, is called Jenchuan" by the Chinese and "Jinsen" by the Japanese, such being different pronunciations of the three ideographs forming the word. It lies on the west coast of Korea on an *embouchure* of the Han, one of the island's principal rivers which cuts Korea nearly in half and affords a commercial highway throughout 150 miles of its course. Chemulpo has been open to foreign trade since 1883,



Harbour of Chemulpo.

and in that interval it has repeated the experience of many Far Eastern settlements by growing from a small fishing village to be an important tradal centre with an over-sea commerce of some 15 million *Yen*. The foreign population —8,000, of which total the Japanese element represents nearly 7,000—is not greatly inferior in number to the native population (11,000), and has already begun to be pressed

for lack of space. Although ice forms on the upper reaches of the Han river, Chemulpo is always open. It enjoys, in common with most places in Korea, a superb climate, the only disagreeable time being the rainy months of July and August. There is an outer anchorage, suitable for ships of large size, but the inner anchorage is difficult of access owing to the fact that the tide has an average rise and fall of some 30 feet. Seoul, the capital of Korea, is 25 miles distant from Chemulpo, and may be reached by a railway, work on which was commenced in 1896 by an American syndicate and finished in 1899 by a Japanese Company which had acquired the concession from the Americans, and which now holds that for the Seoul-Fusan road also. The Seoul-Chemulpo line cost 2½ million *Yen*. It did not at the outset promise to be a paying concern, but traffic is rapidly developing and the Company's prospects are bright. Prior to the opening of the railway goods were conveyed to



A Gate in Seoul.



Singing and Dancing Girl, Korea.

Seoul by boats of shallow draft running up the Han as far as Mapu, a place 3 miles from the capital. The shipping business of the port used to be entirely in the hands of the Nippon Yusen Kaisha and the Osaka Shōsen Kaisha, but the steamers of the Chinese Eastern Railway Company now call at Chemulpo on their voyages between Shanghai and Vladivostock.

CONSULATES.

The countries that have consuls at Chemulpo are China, Great Britain, Germany, Japan and Russia.

BANKS.

Banque de Commerce de St. Petersburg (Messrs. Meyer & Co.); Baring Bros. (Messrs. Holme, Ringer & Co.); Chartered Bank of India, Australia and China (Messrs. Meyer & Co.); Dai-gojuhachi Ginko (58th Bank); Dai-ichi Ginko (1st Bank); Dai-juhachi Ginko (18th Bank); Deutsch-Asiatische Bank (Messrs. Meyer & Co.); Dresdener Bank (Messrs. Meyer & Co.); Hongkong and Shanghai Bank (Messrs. Holme, Ringer & Co.); Russo-Chinese Bank (Messrs. Holme, Ringer & Co.).

SHIPPING COMPANIES.

Austrian Lloyds; Barber Line; Canadian and Pacific S. S. Co.; China Mutual S. S. Co.; China Navigation Co.; Indo-China S. N. Co.; Indra Line; Messageries Maritimes; Mogul Line; NIPPON YUSEN KAISHA; Norddeutscher Lloyd; Northern Pacific S. S. Co.; Occidental and Oriental S. S. Co.; Ocean S. S. Co.; Osaka Shōsen Kaisha; Pacific Mail S. S. Co.; Peninsular and Oriental S. S. Co.; Portland and Asiatic S. S. Co.; Shire Line; Strath Line; Tōyō Kisen Kaisha; United States and China-Japan S. S. Co.; Warrack Line.

Newchwang.

This town, to which the resident Chinese give the name "Ying-tz," lies on the river Liao, the most important water-way of Manchuria. It is some thirteen miles from the mouth of the river, which falls into the Gulf of Liao-Tung, a part of the large sheet of water known as the Gulf of Pechili. Newchwang, the most northerly of all the Chinese ports open to foreign trade, received its first Occidental residents in 1861, its commercial capacities having been discovered during the time when Talien, on the south-east of the Liao-tung Peninsula, served as a military and naval basis for a British force assembled to attack Peking. The natural features of the place are most uninteresting. The surrounding region is absolutely flat; wide extents of marsh-land constitute the foreground of the general prospect, and for more



Mount Wan-sho, Peking.

than three months in every year the river is frozen, so that all over-sea communication is suspended. There are about 150 foreign residents and some sixty thousand natives, a portion of whom inhabit the town of Ying-tz proper, which lies 30 miles higher up the river than the settlement and town of Newchwang. Ying-tz and all the southern part of the province of Shing-king in which it is situated, were in Japan's military possession in 1895, and were ceded to her by the Treaty of Shimonoseki. But Russia, Germany and France formed a combination to deprive her of the territory. The place long remained little more than a port for shipping beans and bean-cake, the staple product of the district, and for receiving opium, the latter, however, being a constantly diminishing import owing to the cultivation of the poppy in Manchuria itself. But in 1899 Newchwang was brought into railway communication with Tientsin and Peking by the Imperial Chinese Line, and with the Russian Trans-Asian system by a branch of the Dalny-Mukden road (the Russian Eastern Chinese Railway). This opening of communications has encouraged foreign mining enterprise. Coal is now extracted in considerable quantities near Liao-yang as well at a more southerly point, and gold mines are worked in the Tunghwa and Tieh-ling districts. The total value of Newchwang's foreign trade is some 43 millions of taels. During the Boxer troubles of 1900, Newchwang fell into Russian military occupation.

CONSULATES.

The countries represented by consuls at Newchwang are Austria-Hungary, Germany, Great Britain, Japan, the Netherlands, Russia, Sweden & Norway, and the United States.

BANKS.

Hongkong & Shanghai Banking Corporation; National Bank of China; Russo-Chinese Bank; Yokohama Specie Bank.

HOTELS.

Hotel Central; Manchuria Home Hotel.

STEAMSHIP COMPANIES.

Austrian Lloyds; Canadian Pacific S. S. Co.; China Merchants S. N. Co.; China Navigation Co.; China Shipowners Association; Chinese Eastern Railway S. S. Co.; Chinese Trading S. S. Co.; Chinesische Küst. Gesells.; Deutsche Dampfs. Rhederei; Dodwell & Co.'s Steamers; French East Asiatic S. S. Co.; Glen Line; Hamburg America Line; Indo-Chinese S. N. Co.; NIPPON YUSEN KAISHA; Norddeutscher Lloyd; Northern Pacific S. S. Co.; Ocean S. S. Co.; Osaka Shōsen Kaisha; Peninsular & Oriental S. S. Co.; Russian S. N. and Trading Co.; Seagoing S. S. Service; Shanghai S. S. Co.; Whachong S. N. Co.

Kobe=Korea-North-China Line. II.

THIS Line difers from Line I in the facts that the steamers do not proceed to Newchwang, the terminal points being Kobe and Taku, and that their route includes not only Korea but also the Liaotung Peninsula. In Korea they call at Fusan and Chemulpo, and in the Liaotung Peninsula they call at Dalny and Port Arthur on their outward voyage, omitting the latter on the homeward journey. The outward trip takes nearly 11 days and the homeward nearly 10. It is a voyage of the greatest interest, for the traveller not only sees the Inland Sea of Japan, but can also learn much of Korea by his stay of half a day at Fusan and a whole day at Chemulpo—whence a visit to the Korean capital falls easily within the compass of the time allowed—, and is finally enabled to inspect Dalny which Russia has made such large pecuniary sacrifices to convert into the principal port of Manchuria, and Port Arthur which has been called the Gibraltar of the Far East. At Dalny the steamer stays a whole day and at Port Arthur a day and a half. It has further to be noted that Mokpo is also occasionally included in the schedule of this route according to business convenience.

All the places on this Line have been already described with the exception of Dalny, Port Arthur and Mokpo.

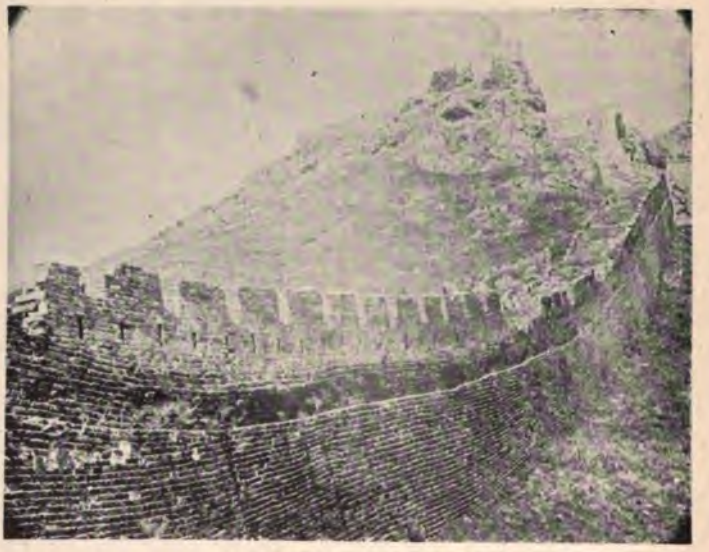
Dalny. Dalny lies at the head of Talien Bay on the east side of the Liaotung Peninsula in Manchuria. It is the point where travellers entrain to take the overland route from the Far East to Europe, Dalny being connected by the East Chinese Railway (Russian) with the Great Trans-Asian Road, commonly called the Siberian. The railway journey from Dalny to St. Petersburg takes 21 days, which will probably be soon shortened to 18. Dalny may in fact be regarded as the southern terminal point of the Trans-Asian Railway.



Pao-Ho-Ten Palace, Peking.

Russia acquired it, simultaneously with Port Arthur, by lease from China in 1898, and she thenceforth applied herself to equip it with all the appurtenances of a great trading mart, building piers and breakwaters, constructing houses and

laying out streets. A roomy harbour, ice-free all the year round, and railway communications were the inducements for undertaking this enterprise. But landing facilities at Dalny are greatly impaired by the prevalence of heavy seas, the place being open to the east; and when, in order to correct this defect, a massive breakwater was built at heavy cost, it was found that artificial tranquillizing of the water brought with it the evil of ice-binding. It is at present an open question whether Dalny will ever fulfil the anticipations of its Russian founders. The population numbers some fifty thousand, of whom a moiety are labourers. The coming of foreigners to this place was inaugurated in 1860, when a



The Great Wall, near Peking.

British naval flotilla made it a basis of military operations against China. Dalny is connected with Newchwang by rail.

There are no consulates nor any banks except the Russo-Chinese, and only quite recently has a hotel been constructed. The S. S. Companies represented at the port are the China Navigation S. S. Co; the Chinese Eastern Railway S. S. Co.; Glen Line; Indra Line; Indo-China S. N. Co.; NIPPON YUSEN KAISHA; Ocean S. S. Co; and Scotish S. S. Co.

Port Arthur. Port Arthur, called by the Chinese "Lu-shun-kou" and by the Japanese "Ryo-jun-kō," is at the extreme south of the peninsula of Liaotung in Manchuria. It has a natural harbour some miles long and 1¾ miles wide, entirely land-locked except at the south where the entrance is 350 yards wide. The Chinese formerly made Port Arthur one of their principal naval bases in the north of the empire, the other being at Wei-hai-wei, which is situated at the extremity of a similar peninsula on the opposite coast of China proper. Both of these places were heavily fortified, but the Japanese



Western Gate of Yuh-Ho Bridge, Peking.

captured them without serious difficulty in the war of 1894-5. Subsequently (1898) Russia obtained a lease of Port Arthur and England adopted a similar course with regard to Wei-hai-wei. The harbour of Port Arthur does not naturally afford large accommodation for vessels of war, but Russia is

carrying on extensive operations of dredging, quay building, and dock construction which will greatly improve the capacities of the place. There is also in contemplation the cutting of a canal which will afford direct communication with the sea in lieu of the somewhat inconvenient avenue provided by nature. Port Arthur is 270 miles from Mukden with which it is connected by rail. The climate is mild, so that the harbour is ice-free all the year round. Russia is displaying great energy and devoting large sums for the purpose of rendering Port Arthur impregnable. She has a strong force in garrison and the place is the residence of her Far-Eastern Viceroy. Port Arthur's interest consists in the uses it is likely to serve politically and in the incidents of its recent history.

There are no consulates at Port Arthur, the place not being open to foreign trade, and the only bank is the Russo-Chinese.

STEAMSHIP COMPANIES.

Austrian Lloyds; Barber Line; Boston S. S. Co.; Canadian Pacific R. Co.; China Navigation Co.; Chinese Eastern Railway S. S. Service; French East Asiatic S. S. Co.; Glen Line; Hamburg America Line; Indo-China S. N. Co.; Indra Line; Mogul Line; NIPPON YUSEN KAISHA; Norddeutscher Lloyd; North Pacific S. S. Co.;

Occidental & Oriental S. S. Co.; Ocean S. S. Co.; Pacific Mail S. S. Co.; Peninsular & Oriental S. S. Co.; Portland & Asiatic S. S. Co.; Russian East-Asiatic S. S. Co.; Russian Northern S. S Co.; Russian S. N. and Trading Co.; Russian Volunteer Fleet; Russo-Baltic S. S. Co.; Tōyō Kisen Kaisha.

Mokpo.

Mokpo is a sea-port in the province of Chulla-do at the mouth of a river which constitutes the province's chief water way. It has a healthy climate and most picturesque scenery, and is one of the few remaining places in the Far East where sportsmen can still find plenty of game, from tiger and wild-boar to deer and pheasants. The harbour is good and capable of accommodating 30 or 40 large vessels—and the province of Chulla being one of the chief rice-producing districts of Korea, Mokpo has promising tradal prospects. It was opened on October 1st 1897, and since then its aspect has greatly changed, lands which were once mud-flats having been converted into a prosperous town where nearly 1,500 Japanese subjects and a number of Chinese reside. At Mokpo may be seen eagles trained by the Koreans to hunt game. The value of the annual foreign commerce is still under 2 millions of *Yen.*



Toral Castle, Korea.

The only consulate at Mokpo is that of Japan, and the only bank the First Bank of Japan.

The S. S. Companies are the Hori S. S. Company; the Korean S. S. Co.; the NIPPON YUSEN KAISHA; the Osaka Shōsen Kaisha.

For passenger rates on the above lines between Japan and North-Chinese or Korean Ports, see the following page.

Kobe North China / Korea North-China Lines.

Kobe.

	Y								T	T	
1st Class.	12.00								15.00	30.00	1st Class.
Do. Return.	18.00								25.00	50.00	Do. Return.
2nd Class.	7.00								10.00	10.00	2nd Class.
Do. Return.	11.00								18.00	18.00	Do. Return.
3rd Class.	2.50										3rd Class.

Moji. — Port Arthur. / Dalny. / Chefoo.

	Y	Y							T	
1st Class.	20.00	10.00							15.00	1st Class.
Do. Return.	30.00	15.00							25.00	Do. Return.
2nd Class.	12.00	6.00							10.00	2nd Class.
Do. Return.	18.00	9.00							15.00	Do. Return.
3rd Class.	4.00	2.00								3rd Class.

Nagasaki. — Taku. / (Tientsin) / Tongku. — Newchwang.

	Y	Y	Y							
1st Class.	24.00	16.00	15.00							
Do. Return.	44.00	29.00	27.00							
2nd Class.	15.00	10.00	10.00							
Do. Return.	27.00	18.00	18.00							
3rd Class.	6.00	3.50	3.50							

Fusan.

	Y	Y	Y	Y						
1st Class.	32.00	27.00	25.00	12.05						
Do. Return.	58.00	49.00	45.00	22.00						
2nd Class.	20.00	17.50	17.50	8.00						
Do. Return.	36.00	32.00	32.00	14.00						
3rd Class.	8.00	7.00	7.00	4.00						

Mokpo.

	Y	Y	Y	Y	Y					
1st Class.	40.00	33.00	30.00	20.00	12.00					
Do. Return.	72.00	58.00	54.00	36.00	22.00					
2nd Class.	25.00	20.00	20.00	14.00	8.00					
Do. Return.	45.00	36.00	36.00	25.00	14.00					
3rd Class.	10.00	8.00	8.00	6.00	4.00					

Jinsen. (Chemulpo).

	Y	Y	Y	Y	Y	Y				
1st Class.	55.00	48.00	40.00	35.00	25.00	16.00				
Do. Return.	99.00	86.00	72.00	63.00	45.00	29.00				
2nd Class.	37.00	32.00	28.00	24.00	18.00	12.00				
Do. Return.	67.00	58.00	50.00	43.00	32.00	22.00				
3rd Class.	15.00	13.00	11.00	9.00	7.00	5.00				

Chefoo.

	Y	Y	Y	Y	Y	Y	Y			
1st Class.	55.00	48.00	40.00	35.00	25.00	16.00	9.00			
Do. Return.	99.00	86.00	72.00	63.00	45.00	29.00	16.00			
2nd Class.	37.00	32.00	28.00	24.00	18.00	12.00	6.00			
Do. Return.	67.00	58.00	50.00	43.00	32.00	22.00	11.00			
3rd Class.	15.00	13.00	11.00	9.00	7.00	5.00				

Dalny.

	Y	Y	Y	Y	Y	Y	Y			
1st Class.	55.00	48.00	40.00	35.00	25.00	16.00	9.00			
Do. Return.	99.00	86.00	72.00	63.00	45.00	29.00	16.00			
2nd Class.	37.00	32.00	28.00	24.00	18.00	12.00	6.00			
Do. Return.	67.00	58.00	50.00	43.00	32.00	22.00	11.00			
3rd Class.	15.00	13.00	11.00	9.00	7.00	5.00				

Port Arthur.

	Y	Y	Y	Y	Y	Y	T	T	T	
1st Class.	65.00	60.00	55.00	45.00	35.00	28.00	15.00	15.00	15.00	Tongku.
Do. Return.	117.00	108.00	99.00	81.00	63.00	50.00	25.00	25.00	25.00	(Tientsin).
2nd Class.	43.00	38.00	38.00	30.00	25.00	18.00	10.00	10.00	10.00	Taku.
Do. Return.	77.00	68.00	68.00	54.00	45.00	32.00	18.00	18.00	18.00	Newchwang.
3rd Class.	18.00	15.50	14.00	12.00	10.00	8.00	3.00	3.00	3.00	

Food.—Foreign food for 1st and 2nd Class passengers.
Japanese food for 3rd-Class passengers.

Children.—Under 4 years, Free for one only ; others, Quarter Fare each.
Under 12 years, Half Fare.

Special Reductons.—20%--To Japanese Naval, and Military Officers.
15% —To Diplomatists and their families, 1st and 2nd Class only.

Return Tickets. —Available for 90 days.
20% reduction on return passage.
No reduction on 3rd Class Return Tickets.

SERVICES IN HOME WATERS.

Kobe-Keelung Line.

THE Company maintains a four-times-a-month service between Kobe and Keelung in Formosa, two steamers being employed, namely the "Saikio Maru" (2,904 tons) and the "Yokohama Maru" (2,373 tons), both of which are excellent passenger boats with full equipment of facilities for the comfort and safety of passengers. The ports called at *en route* are Moji, invariably, and Nagasaki on every alternate voyage, and the trip from terminus to terminus occupies 4 days, the stay at intermediate ports being limited to a few hours and the distance from Nagasaki to Keelung being 632 miles. Kobe, Moji and Nagasaki having been described already, it remains to refer to Keelung only, and to Formosa in general.

Formosa.

Formosa was added to the Japanese Empire in 1895 as a result of the war with China. It is an island of great natural beauty, but considerable districts remain unexplored and its resources are only partially developed. Ethnologists have not yet clearly solved the problem of the origin of the aborigines, but a credible theory is that the bulk of them, if not the whole, are of Malay race, having been drifted to the island from the Philippines by the furious gales that rage



A Rough Sea, outside Keelung Harbour.

periodically in that region of the East, blowing always from south to north. There have been instances in very recent years of such occurrences, and it is a fair assumption that

they were not infrequent in by-gone centuries. These Malays, and their autochthonous predecessors, if there were any such, settled along the western coast of the island, where between the sea and the base of a range of mountains intersecting the island longitudinally from north to south, lies a long succession of comparatively fertile plains. The Dutch obtained a footing in the island in the seventeenth century, but were driven out by the celebrated corsair Kokushinga (generally called Koxinga), whose grandson acknowledged Chinese sovereignty in 1682. Henceforth a stream of Chinese immigration set in, and the newcomers, naturally fixing their eyes upon the level country along the western coast, gradually dispossessed the tribes that inhabited it, driving them back to the low thickly wooded hills at the base of the high mountains, or into the still more inaccessible regions farther inland. It is difficult to conceive a more debased population than that represented by the various elements thus struggling for supremacy in the island. The aborigines, to whom the Chinese settlers gave the name of Shen-fan (wild savages), certainly deserved the appellation in some respects, for they lived by the chase, had little skill in peaceful arts, used iron in its rudest form only, and could scarcely be called husbandmen. The Chinese, on the other hand, belonged entirely to the labouring class. They lacked the very rudiments of education, and ninety per cent of them can not read or write at the present

day. Their sole rule of conduct was to seize whatever their strength was sufficient to hold. A long era of conflict set in between these immigrants and the aborigines. The latter were not by nature cruel or vindictive. They merely clung to their homesteads, and harboured a natural resentment against the raiders who drove them from the fruitful plains to the rigours of mountain fastnesses. On the whole, their disposition was to leave the Chinese in unmolested possession of the level country. But some of the most valuable products of the island, as camphor and rattan, are to be found in the upland forests, and whenever the Chinese ventured too far in pursuit of these products, they fell into ambushes of hill-men who neither gave nor sought quarter, and who regarded a Chinese skull as the most attractive piece of furniture their dwellings could contain. Reconciliation never took place. It is true that, in the course of time, some fitful displays of administrative ability on the part of the Chinese, and the partial opening of means of communication, led to the pacification of a section of the Sheng-fan, who thenceforth became known as Pepolisan, or civilized aborigines. But the general state of the island when the Japanese assumed possession in 1895, was that the whole of the central and eastern districts, the hill regions, were inhabited by semi-barbarous folk, and the whole of the western plains by Chinese of a degraded type, and that between the two there existed a traditional and continuous feud, leading to



Native, harrowing in Water-field with Buffalo.

mutual displays of murderous and merciless violence. The Chinese, among whom the male element largely predominated, had contracted many vicious habits, notably the excessive use of opium—not, however, opium in fact as well as in name, for much of the stuff smoked by the lowest classes was " Tientsin cake," a compound obtained by boiling down animals' skins and adding to the liquid various medicaments. Betel-nut chewing had also become an almost universal habit. The black teeth that it produces are still regarded as a kind of aristocratic *cachet*, a proof of affluence, which curious idea will be understood when it is said that a female, who begins to chew at five years of age, gradually develops ability to keep up the practice both night and day, and to con-

sume 250 pieces in 24 hours, which represents an expenditure of some fifty taels annually. By many of the Chinese settlers the Japanese conquerors who came to occupy the island were regarded in precisely the same light as the Chinese themselves had been regarded from time immemorial by the autochthons, and it must be admitted that the administrative methods of the Japanese and the conduct of their lower orders were not always free from faults calculated to accen-



Tamsui.

tuate that hostile feeling. Insurrections occurred frequently, the insurgents receiving secret aid from sympathisers in China, the difficulties of the Japanese being increased by their ignorance of the country and of the language and by the singularly treacherous methods of the Chinese rebels, or

bandits as they should more properly be called. Several years elapsed before the reign of peace and good order had been established throughout the island, but the task seems to be now nearly complete, and doubtless before long great resources will become fully accessible. Camphor is the chief product at present, but tea and sugar are also important staples, and there are many minor articles believed to be capable of making profitable additions to the export trade. The two principal ports in the north of the island are Keelung and Tamsui, the former on the east, the latter on the west. They lie nearly on the same parallel of latitude, and are separated by a mountainous region abounding in solfataros. In the vicinity of Keelung is a coal mine, which yields mineral of inferior quality; and from Keelung a line of railway, running at first due south and afterwards due west, reaches Taipeh, the new capital of the island and the central seat of government, and passes thence southward. It will ultimately join with a northward line from Tainan, the chief town in the south of the island, and Formosa will thus have a grand trunk road running throughout its entire length. A line of telegraph connects Keelung *viâ* Taipeh and Tamsui with Tainan, and is carried thence to the Chinese Continent and the outer world by a cable from Tamsui to sharp peak on the Min River in Fukkien province.

Keelung.

Keelung (written also "Kelung") is in a bay enclosed by two capes 20 miles apart—Foki and Peton. It lies on the north-eastern coast of Formosa and constitutes the port of entry for Taipeh, the capital of the island. When the Spaniards held maritime sway in Far-Eastern waters they had a settlement at Keelung, whence they were driven by the notorious pirate Kokushinga. In 1884, the forts which the Chinese Government had erected for the protec-



Natives driving Trolly.

tion of the place were destroyed by the French in the "War of Reprisals," who then occupied Keelung until the signature

of a treaty of peace a few months later. In 1895 Formosa was ceded to Japan as a result of her war with China, and on the 3rd of June in that year Keelung came into Japanese occupation. It is the only Formosan port accessible to steamers of deep draught. With its mountaneous *entourage*, its abundantly wooden shores and its picturesque central island (Palm Island), the bay presents a beautiful spectacle. The ports of Tamsui in the north-west and Anping and Takow in the south-west are obstructed by a bar which can not be passed except at high tide in calm weather by vessels of light draught, but it is probable that Japanese enterprise will ultimately remedy this. The capital of the island is called "Tai-peh" by the Chinese and "Tai-hoku" by the Japanese. It can be reached in an hour by rail from Keelung.

Speaking of Taihoku, Murray's "Handbook for Japan" says:—"The Japanese on their arrival in 1895, found it to contain several Chinese official buildings, one short street of Chinese shops and a few scattered houses, while a large part was laid out in rice-fields. In a short time they have built up a fine Japanese town possessing macadamized streets, imposing buildings, well stocked Japanese shops, three clubs and good athletic grounds. It is partly lighted by electricity. Sights, properly so called, there are none; but some of the public institutions may be found of interest, and a visit might be paid to the camphor factory, where nearly all the world's supply of camphor is prepared, to the

opium factory, the Governor-general's Garden (special permission required), and the Commercial Museum." It should be noted that the name Taipeh (or Taihoku) applies only to the city within the walls. The suburban quarter, where the foreign settlement is, bears the name of "Twatutia" among the Chinese and is called "Daidōtei" by the Japanese,



A Building in Formosa.

who thus pronounce the ideographs forming the word "Twatutia." Daidōtei lies on the banks of a river at the mouth of which, 10 miles distant, is the town of Tamsui (sometimes called "Kobi" by the Japanese, who thus pronounce the Chinese name "Hobe").

Formosa offers many inducements to the explorer,

though travel in the interior is attended with risk. The steamers of the Nippon Yusen Kaisha give easy and comfortable access to Keelung, and from thence Taipeh and Tamsui are easily reached by land or by coasting vessels. But the journey to the south presents greater difficulties, for if the traveller happen to reach Anping in rough weather, his only hope of landing is to entrust himself to a catamaran, which may be described as a lumber raft with a tub on the top for the passenger to sit in. A north-easterly voyage of 120 miles from Takow makes the Pescadores, which may be called the naval station of Formosa.

The Reformed Church of Holland carried on the work of Christian propagandism in Formosa with some success during the first half of the 17th century. Thereafter, for two hundred years, missionaries did not visit the island until 1865, when the English Presbyterian Church sent pastors to the south. The head quarters of the mission are now in Tainan, and it numbers about four thousand converts. The Dominicans entered the same field in 1895, and have their head-quarters at Takow.

There are no consulates or hotels in Keelung except the Shimokura Inn. The only establishments of note are the offices of the Nippon Yusen Kaisha and the Osaka Shōsen Kaisha.

In Taihoku the Powers represented by Consuls are Austria-Hungary, Cuba, Denmark, Germany, Great Britain, the Netherlands, Spain and the United States.

HOTELS.

Chōyōgō and Taiwan-rō (restaurant).

BANKS.

Bank of China and Japan (Jardine Matheson & Co.); Bank of Taiwan; Hongkong and Shanghai Bank (Samuel Samuel & Co.); Mercantile Bank of India (Boyd and Co.); Sanjūshi Ginko (34th Bank); Yokohama Specie Bank (Jardine Matheson & Co.).

SHIPPING COMPANIES.

Ben Line (Jardine Matheson & Co.); Canadian Pacific Steamship Co. (Jardine Matheson & Co.); China Navigation Co. (Boyd & Co.); Glen Line (Jardine Matheson & Co.); Hamburg-America Line (Samuel Samuel & Co.); Indra Line (Jardine Matheson & Co.); Ōsaka Shōsen Kaisha; Portland and Asiatic S. S. Co. (Samuel Samuel & Co.); Shell Transport and Trading Co. (Samuel Samuel & Co.); Shell Line (Samuel Samuel & Co.).



Takow.

Takow.

Occasionally for special purposes, the Company runs a steamer to Takow, which is a harbour 24 miles southward of Anping, important as a centre of the Formosan sugar export.

The following table shows the passage rates on this line :—

Passage Rates.

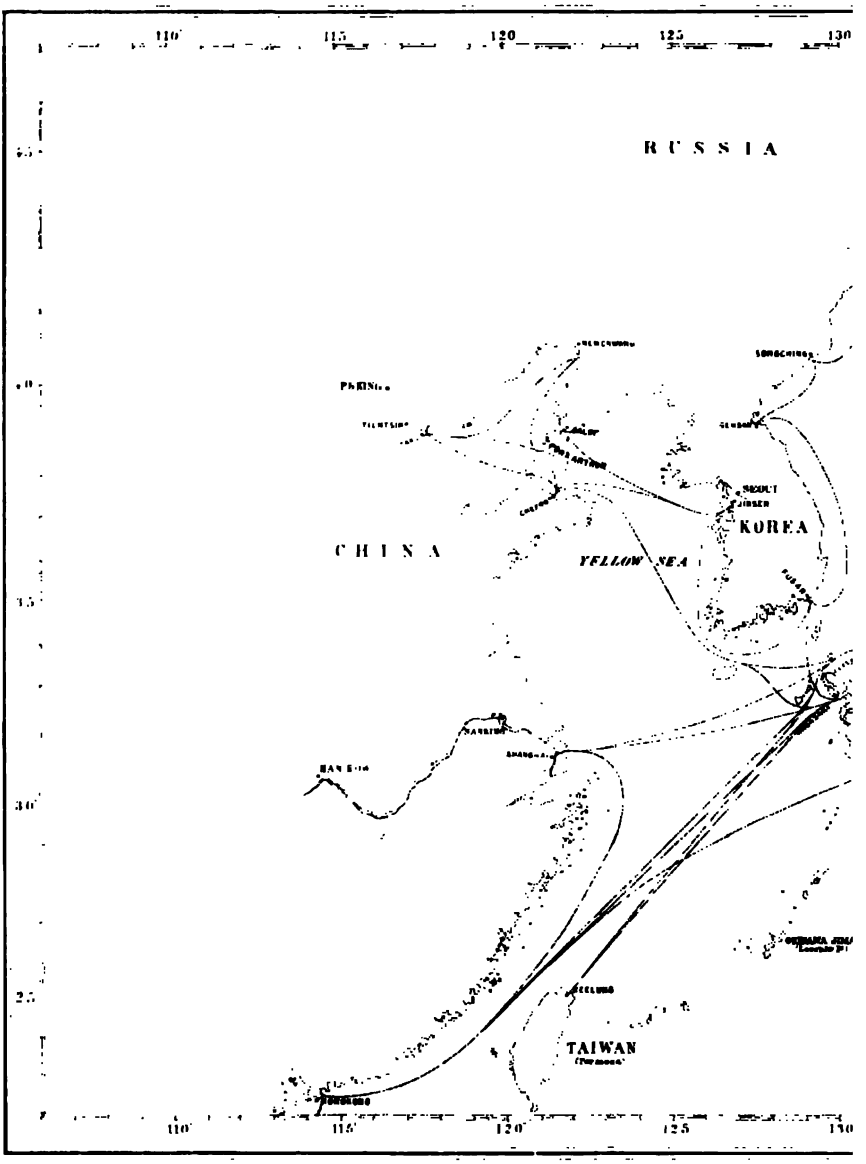
	Kobe.			
	Y			
1st Class.	12.00			Moji.
2nd Class.	5.00			
3rd Class.	2.50			
	Y	Y		
1st Class.	20.00	10.00		Nagasaki.
2nd Class.	10.00	5.00		
3rd Class.	4.00	2.00		
	Y	Y	Y	
1st Class.	30.00	26.00	26.00	Keelung.
2nd Class.	20.00	17.00	17.00	
3rd Class.	12.00	10.00	10.00	

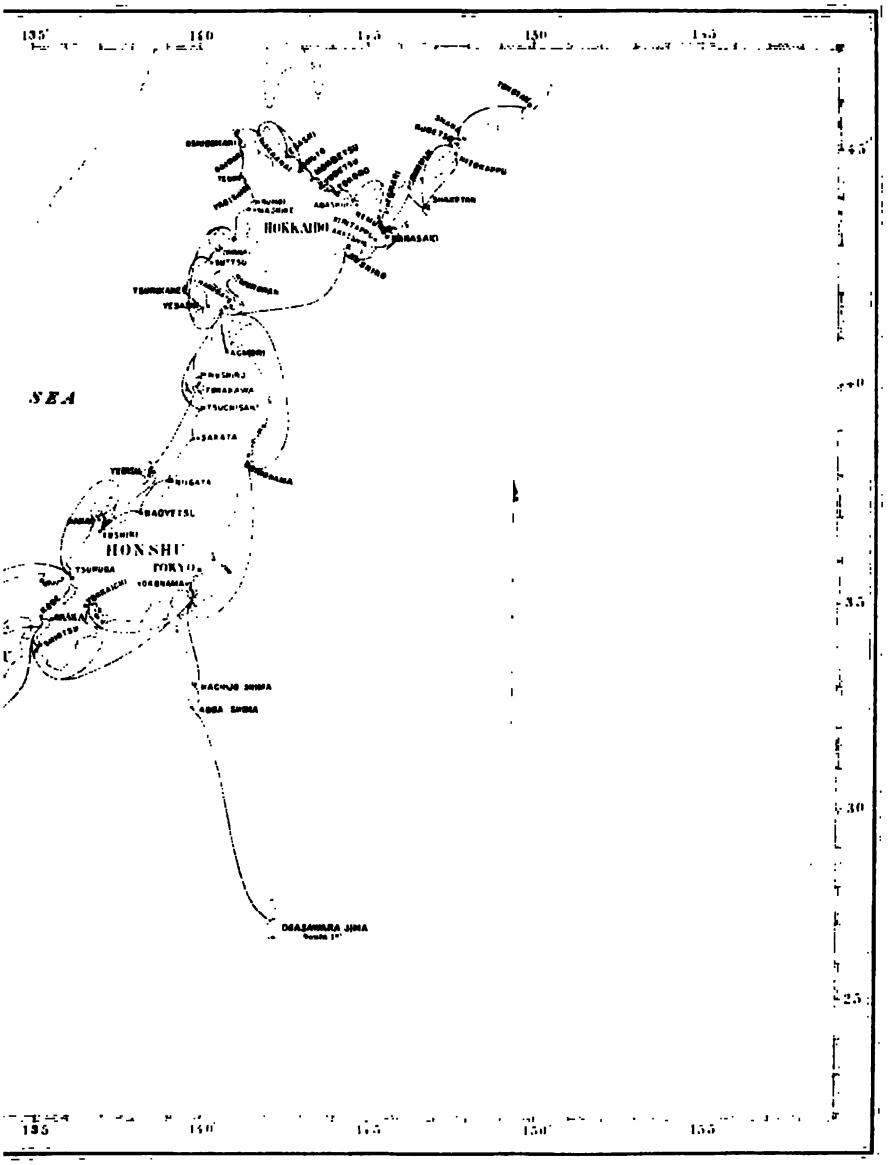
(1st Class, foreign food ; 2nd and 3rd Class, Japanese food.)

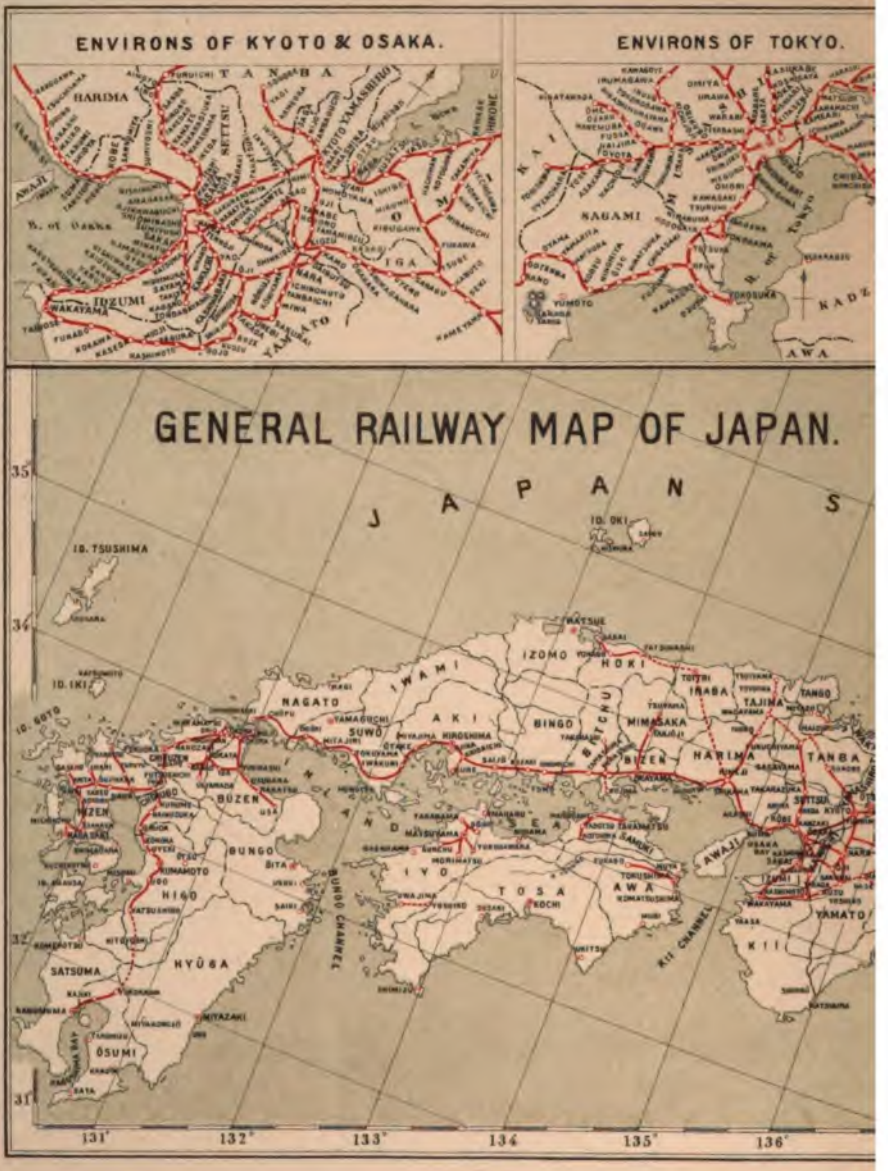
Yokohama-Ogasawara-jima Line.

Ogasawara-jima. Ogasawara-jima is the Japanese name for the group of islands known to Europeans as the "Bonins." The name "Ogasawara" is that of the Japanese feudal chief who discovered the archipelago in the 16th century, and the term "Bonin" is an Occidental corruption of *bunin*, which, in the Japanese language, signifies "uninhabited." It was not indeed until 1827 that these islands began to have dwellers in the shape of shipwrecked whalers from the Sandwich Islands and other places, who, accompanied by Kanaka wives, established a colony numbering less than four-score, beyond which total the community did not grow until the second half of the nineteenth century, when (1875) Japan having taken forward possession of the archipelago, her people soon found their way thither, their aggregate being now over six thousand. "The half-caste settlers, who all speak English, remain on as Japanese subjects, undisturbed in their old holdings, and continue to live in cabins thatched with leaves of the cabbage-palm. Many of these men spend the summer months sealing in the North Pacific. Most of the children now attend the Japanese Government schools" (Murray's "Handbook for Japan").

On her way to the Bonins the steamer, leaving Yoko-


110°
115
120
125
130
RUSSIA
CHINA
KOREA
YELLOW SEA
TAIWAN
35°
30°
25°


135°
140
145
150
155
45
40
35
30
25
SEA
HOKKAIDO
HONSHU
TOKYO
HACHIJO JIMA
OGASAWARA JIMA


ENVIRONS OF KYOTO & OSAKA.
ENVIRONS OF TOKYO.
GENERAL RAILWAY MAP OF JAPAN.
JAPANESE
HARIMA
IZUMI
WAKAYANA
YAMATO
IGA
SAGAMI
AWA
IZUMO
HOKI
IWAMI
NAGATO
AKI
BINGO
BITCHU
BIZEN
MIMASAKA
INABA
TAJIMA
TANGO
TANBA
SUWO
BUNGO
HIGO
HYÛGA
SATSUMA
ÔSUMI
IYO
TOSA
AWAJI
KII
KII CHANNEL
131°
132°
133°
134
135°
136°


HOKKAIDO
(YEZO)
SOYA STRAIT
OKHOTSK SEA
JAPAN SEA
ID. KRISHIMA
TESHIO
KITAMI
ISHIKARI
NEMURO
KUSHIRO
TOKACHI
IBURI
HIDAKA
TSUGARU STRAIT
ID. SADO
MUTSU
RIKUCHŪ
U G O
UZEN
RIKUZEN
ECHIGO
IWASHIRO
IWAKI
PACIFIC OCEAN
ETCHU
KAGA
ECHIZEN
HIDA
MINO
SHINANO
KOTSUKE
MUSASHI
HITACHI
OWARI
MIKAWA
TOTOMI
SAGAMI
KAI
IZU
AWA
KAZUSA
TŌKYŌ
TŌGOKU
TŌKAIDO
TŌYAMA BAY
TŌYAMA
NAGOYA
SHIZUOKA
SUNOMATA
TŌYAMA SEA
FORMOSA CHANNEL
TAIWAN
(FORMOSA ISLANDS)
TAIPEI
TAICHU
TAINAN
KARENKO
PACIFIC OCEAN
140°
142°
144°
146°
141°
42°
41°
40°
39°
38°
37°
24°
22°
123°
122°
138°
139°
140°
141°



hama in the afternoon, calls on the following morning at Hachijo-jima, the most southerly of the group known as the "Seven Isles of Izu." This is the island which tradition assigns as the landing-place of one of the expeditions sent from the Chinese Court in the third century before Christ to search for elysium and the elixer of life. It is also distinguished in Japanese legendary lore as having been formerly inhabited by women only, whose husbands, living on "Demon's Island" some 40 miles to the south, visited Hachijō-jima once yearly when the wind blew from a certain quarter. So far as the pages of history tell, Hachijō-jima was not discovered by the Japanese until the 15th century of the Christian era, a fact which, if trustworthy, goes to indicate that the spirit of maritime enterprise did not animate the nation in mediæval times. The shores of the island are laved by the *Kuro-shiwo*, the celebrated "black current," which imparts to the sea a colour of peculiar intensity, and the very pronounced evidences of volcanic activity shown in the configuration of the island render the scenery strange and picturesque. Travellers generally devote the time of the steamer's stay—from the forenoon till the afternoon—making the ascent of the principal volcanic peak, the Fuji of Hachijō, which is at the north-west end of the island and has a height of some 2,900 feet.

Leaving Hachijō-jima in the evening, the steamer, on the following morning, passes Demon's Island (Awoga-shima

or Oniga-shima) spoken of above. She calls there twice in the season—in May and July—and remains from the forenoon until the afternoon.

Twice also—namely, in May and July when going south and in June and August when coming north—she puts in at Tori-jima, which is 125 miles south of Hachijō-jima. Tori-jima is remarkable as the scene of a volcanic eruption in the year 1902, which destroyed the whole population of 140 persons and practically obliterated all traces of their habitations.

The principal among the Bonin Islands are Chichi-jima (father island) and Haha-jima (mother-island). The former, called also "Peel-island," is on the north; and the latter, designated "Bailey Island" (or "Caffin Island") by English cartographers, is on the south. But the most northerly cluster of the Bonins is the Parry Group, which comprises isles called by the Japanese "Bridegroom Isle" (*Muko-jima*) "Bride Isle" (*Yome-jima*) and so forth. Japanese navigators, in short, conceived and carried out the idea of distinguishing the Bonins as essentially a family cluster, so that in the vicinity of Mother Island are smaller isles known as "Sister-isle" (Ane-jima), "Niece Isle" (Mei-jima) etc., while near Father Island lie "Elder Brother Isle" (Ani-jima), "Younger Brother Isle" (Ototo-jima) and so forth. Chichi-jima is 545 miles from Yokohama and 230 miles south of Tori-jima. The steamer remains there 2 days in Port Lloyd,

which is considered to be the crater of an extinct volcano. She then proceeds to Haha-jima, 35 miles farther south, and remains there a few hours. Once a year, namely, in the month of June, she prolongs her voyage to the " Sulphur Islands " (Iwo-jima), which lie a few miles to the southward. Sugar is the staple product of the Bonin Islands, and in recent years the curing of pine-apples and turtles has grown to be a flourishing industry. At a distance of nearly 650 miles on the south-east of " Mother Island " there is a small speck of land known as Marcus Island, the proprietorship of which threatened in very recent times to become a subject of dispute between the United States of America and Japan. The validity of the latter's title was ultimately recognised in Washington. The round trip from Yokohama to the Bonins (or to the Sulphur Islands farther south) and back again, occupies only a fortnight, and presents many attractions to tourists.

In the above remarks no mention has been made of Miyake-jima, one of the Seven Isles of Izu, though it is often the steamer's first port of call after leaving Yokohama and before reaching Hachijō-jima. This omission is due to the fact that the question of touching at Miyake-jima is determined solely by consideration of freight convenience, and no definite statement can be made about it.

Following is the schedule of fares on the route :—

Yokohama-Ogasawarajima Line.

Passage Rates (Subject to Alteration).

(Japanese Food)

Yokohama.

	Y	
1st Class.	.50	**Miyake.**
2nd Class.	6.00	
3rd Class.	2.00	

	Y	Y	
1st Class.	10.00	6.00	**Hachijō.**
2nd Class.	8.00	5.00	
3rd Class.	4.00	2.50	

	Y	Y	Y	
1st Class.	12.50	6.00	6.00	**Awoga-shima.**
2nd Class.	10.00	5.00	5.00	
3rd Class.	5.00	2.50	2.50	

	Y	Y	Y	Y	
1st Class.	16.00	15.00	12.50	12.50	**Tori-jima.**
2nd Class.	13.00	12.00	10.00	10.00	
3rd Class.	6.50	6.00	5.00	5.00	

	Y	Y	Y	Y	Y	
1st Class.	16.00	15.00	12.50	12.50	12.50	**Muko-jima.**
2nd Class.	13.00	12.00	10.00	10.00	10.00	
3rd Class.	6.50	6.00	5.00	5.00	5.00	

	Y	Y	Y	Y	Y	Y	
1st Class.	16.00	15.00	12.50	12.50	12.50	3.00	**Chichi-jima.**
2nd Class.	13.00	12.00	10.00	10.00	10.00	2.40	
3rd Class.	6.50	6.00	5.00	5.00	5.00	1.20	

	Y	Y	Y	Y	Y	Y	Y	
1st Class.	17.50	16.00	14.00	14.00	14.00	3.00	2.00	**Haha-jima.**
2nd Class.	14.00	13.00	11.00	11.00	11.00	2.40	1.40	
3rd Class.	7.00	6.50	5.50	5.50	5.50	1.20	.70	

	Y	Y	Y	Y	Y	Y	Y	Y	
1st Class.	24.00	23.00	21.00	21.00	21.00	9.00	9.00	7.50	**Iwo-jima.**
2nd Class.	19.00	18.00	16.00	16.00	16.00	7.00	7.00	6.00	
3rd Class.	9.50	9.00	8.00	8.00	8.00	3.50	3.50	3.00	

Return Tickets. —Available for 90 days, 20% reduction on return passage, 1st & 2nd class only.

Children. —Under 4 years free; under 12 years ½ fare.

Special Reductions. —20% to Japanese Naval and Military officers.

Kobe-Otaru Line.

(*viâ* East Coast).

THE Company maintains two lines of steamers between the chief island of Japan and the northern island of Ezo. One of these lines has Kobe, the other Yokohama, for southern terminal point, and both make Otaru their northern objective. The line from Kobe is by the eastern coast, and the steamers—8 vessels, ranging from 2,000 to 4,000 tons—run throughout the year; but on the west-coast line the ports of Naoyetsu, Niigata, Sakata and Tsuchizaki are omitted during the interval from the end of October to the beginning of March, Sado being called at instead. The steamers on the east-coast route start every third day from either terminal point, the intermediate places of call being Yokohama, Oginohama and Hakodate. Yokkaichi is touched at every fourth trip on the southward journey from Otaru. The voyage northward from Kobe occupies 8 days, and the southward voyage from Otaru takes a day longer, the additional day in the latter case being spent at Hakodate.

Oginohama. Oginohama (283 miles from Yokohama) lies in a deep bight on the west side of a promontory stretching southward from the province of Rikuzen, and forming the eastern coast

of a bay within which lie the celebrated archipelago of pine-clad islands known as "Matsu-shima." These islands are ranked by the Japanese among the "Three Scenic Gems" of the whole country, and they certainly deserve the distinction. According to local formulæ they total 896, namely, a group of 88 and a group of 808; but



Matsushima.

numerical symmetry has probably influenced the calculation more than arithmetical accuracy. The soft volcanic tufa of which they are constituted takes fantastic shapes under the beating of waves and the friction of tides, and wherever a restful spot offers, there grows a pine-tree. Specially celebrated among these islands is "Kinkwa-zan," which lies at the end of the promontory spoken of above. "Kinkwa-zan," says Murray's *Handbook for Japan*, "sadly exemplifies the rapid

disappearance of Japanese religious architecture and art. Until the seventies the shrine was Buddhist and possessed splendid edifices. These, having been turned over to the official Shintō Cult after the disestablishment of Buddhism, were partially pulled down, and the rest stripped of their ornaments. Two fires, the last of which occurred in 1897, completed the work of destruction. The Shintō buildings set up since then are but a shadow of former ample magnificence. The chief festivals take place on the 10th May and 25th September." But nothing can detract from the natural beauties of the scenery. Kinkwa-zan may be reached direct by sailing-boat or steam-launch from Ogino-hama, the distance being only 25 miles. A steam-tug of the Company carries passengers from Oginohama to Shiogama (26 miles) —which is generally made the starting point for a visit to Matsushima—and thence the railway can be taken to Sendai, one of the oldest and most prosperous towns in north-eastern Japan. The coast northward of Oginohama now derives melancholy interest from the terrible catastrophe that befel it on the 15th of June, 1896, when a vast seismic wave, rolling in at half-past eight in the evening, killed twenty-seven thousand people, injured six thousand, and swept away or wrecked nine thousand houses.



Matsushima.

Hakodate, Otaru & Sapporo.

From Oginohama to Hakodate the distance is 268 miles, and after a day's stay the steamer resumes her voyage, passing through Tsugaru strait and running up the western coast of Hokkaidō to Otaru, 204 miles from Hakodate.

On the north of Japan lies a large island originally called Ezo, but now known as Hokkaidō. Until the time of the Restoration it was inhabited almost entirely by the Ainu, or aborigines of Japan, a race whose language and customs constitute an interesting study for ethnologists. The island was then virtually unproductive, though possessing large



General View

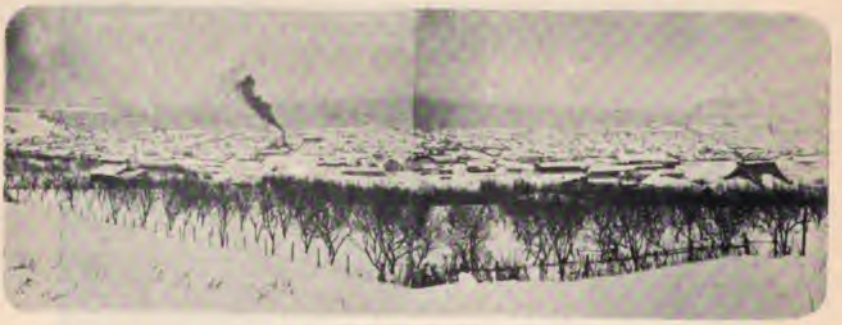
resources, and from an economical as well as a strategical standpoint its development became an object of great importance to the Central Government. It was re-named " Hokkaidō " (north-sea circuit), and under the auspices of a Colonization Bureau *(Kaitakushi)* measures were inaugurated to utilize its great capacities, maritime and agricultural.

On a stream (the Toyohira), running westward of the broad and fertile plain of Ishikari, a site was selected for the capital, Sapporo, and there, under official auspices, were established an agricultural college, a model farm and botanical gardens, a horse-breeding farm, and various factories for reeling silk, making sugar, grinding wheat, sawing timber,



of Hakodate.

and so forth. Subsequently these were all handed over to private hands. Sapporo has now a population of about 80,000. The administration of the island, after various changes, is directed by the Department of Home Affairs. Large numbers of Japanese colonists have settled there; good roads have been constructed; and a railway runs from Sapporo to Otaru, 25 miles distant on the west coast from Sapporo *viâ* the Horonai coal mines to Muroran, 109 miles distant on the south coast, and from Sapporo the road has been extended to various places farther north. Steamers of the Company ply daily from Muroran to Hakodate, and thence (a voyage of 5 hours) to Aomori, the northern



General View of Otaru.

terminus of the Nippon Railway Company's trunk line to Tōkyō. A direct line from Sapproro to Hakodate is now in course of construction.

Hakodate, the chief town of the island (after Sapporo),

with a population of nearly 80,000, is situated on a bay of the same name, sheltered behind by hills and having an excellent anchorage in front. It is one of the five original treaty ports, but its foreign commerce is not large, and it derives its principal importance from domestic trade. A plan is now on the *tapis* for improving the harbour and building a dock-yard. From Hakodate a visit may be paid to Yunokawa, a celebrated spa, and to Goryo-kaku, a fort some four miles distant, where a party of the last Tokugawa Regent's adherents, under the command of Viscount Enomoto, late Minister of State for Agriculture and Commerce, made their final stand against the Imperial forces.



Ainu, Aboriginal of Japan.

Otaru ranks next to Hakodate in commercial importance, and enjoys the advantage of a splendid herring fishery. The scenery of Ezo differs from that of

Japan, bearing a resemblance, rather, to that of north-central Europe. It must not be anticipated that the climate of the island is as cool in midsummer as its latitude suggests : from the middle of July to the end of August much pleasanter retreats may be found among the mountains of the main island. But in June good salmon and salmon-trout fishing may be had, and in the autumn snipe, duck and an occasional bear offer sport for the gun.

The consulates at Hakodate are those of Austria-Hungary, of Denmark, of Great Britain and of Russia.

The banks are the Hakodate Bank, the Hakodate Savings Bank, the Mitsui Bank, the Nippon Ginkō, the One Hundred-and-Thirteenth Bank, the Third Bank, the Twentieth Bank and the Yezashi Bank.

The inns are the Goryo-Kwan and the Gotō-ken, but there is no good hotel kept in foreign style.

The steamship companies are the China Mutual S. N. Co. (Howell & Co.); the Hakodate Kisen Kaisha (24 Funaba-machi); the NIPPON YUSEN KAISHA (19 Funaba-machi).

Yokkaichi. On the return voyage from Otaru to Kobe the steamer puts in every fourth trip at Yokkaichi. But the Company maintains also a regular line from Yokohama to Yokkaichi, the steamers starting every third day from each terminus and calling *en route* at Shimizu. Yokkaichi is a flourishing town on the shore of the Ise Bay. Thence the traveller makes his way to Yamada and the shrines of Ise, the centre of Shintō worship in Japan, a place round which cluster the most venerable traditions of the Japanese nation. Yokkaichi is known to the dilettante as the modern place of production of *Banko-yaki*, a well known faience possessing many excellent qualities, though not, perhaps, deserving all the admiration that it receives. At Yamada may be seen the *Ise Ondo*, a singularly picturesque dance, showing to perfection the " music of motion " which is the chief charm of Japanese dancing.

The following is the schedule of fares for the Kobe-Otaru (east-coast) Line :—

Kobe-Otaru Line.

(*Viâ* East Coast).

Rates with Japanese food.

Kobe.

	Y
1st Class.	9.00
Do. Return.	14.00
2nd Class.	6.00
Do. Return.	10.00
Steerage.	3.00

Yokohama.

	Y	Y
1st Class.	14.00	6.00
Do. Return.	24.00	11.00
2nd Class.	10.00	4.00
Do. Return.	17.00	7.00
Steerage.	5.00	2.00

Oginohama.

	Y	Y	Y
1st Class.	18.00	11.00	6.00
Do. Return.	32.00	19.00	11.00
2nd Class.	13.00	7.00	4.00
Do. Return.	22.00	12.00	7.00
Steerage.	6.50	3.50	2.00

Hakodate.

	Y	Y	Y	Y
1st Class.	24.00	17.00	11.00	7.00
Do. Return.	43.00	29.00	20.00	12.00
2nd Class.	18.00	12.00	9.00	5.00
Do. Return.	31.00	21.00	16.00	9.00
Steerage.	9.00	6.00	4.50	2.50

Otaru.

Rates with foreign food.

	Y	Y	Y	Y	
Kobe.	12.00	18.00	24.00	32.00	1st Class.
	18.00	32.00	43.00	57.00	Do. Return.

	Y	Y	Y	
Yokohama.	8.00	14.00	22.00	1st Class.
	14.00	25.00	39.00	Do. Return.

	Y	Y	
Oginohama.	8.00	15.00	1st Class.
	14.00	27.00	Do. Return.

	Y	
Hakodate.	9.00	1st Class.
	16.00	Do. Return.

Otaru.

Return Tickets.—Available for 90 days, 20% reduction on return passage 1st and 2nd Class only.

Children.—Under 4 years free, under 12 years ½ fare.

Special Reductions.—20% to Japanese Naval and Military officers.

Yokohama-Kobe-Otaru Line.

(*viâ* West Coast).

THIS is a weekly service maintained by vessels of from 2,000 to 3,000 tons, having excellent passenger acommodation, and there are frequent sailings of extra steamers. The route of the vessels after leaving Kobe is through the Inland Sea, on whose nothern shore at Onomichi a call is made, and thence *viâ* the strait of Shimonoseki along the western coast of the main Island, no less than nine ports being touched at between Shimonoseki and Hakodate. By this voyage, therefore, travellers have an excellent opportuniy of viewing the scenery all along the western shores of Japan.

Onomichi.

Onomichi, the first port of call after Kobe, is a picturesque town in the province of Bingo. It lies on the northern coast of the Inland Sea at a point where that remarkable sheet of water is almost completely spanned by a bridge of islands. The place offers many evidences of prosperity, but with the exception of fine views obtainable from the heights crowned by temples, there are no features of interest.

Sakai. Sakai, 190 miles from Shimonoseki, is the port of Matsue, which is regarded as the most important town on the west coast and is in the province of Izumo, a part of Japan well known for the manufacture of a special kind of faience known as *Izumo-yaki*. Matsue lies on the shore of a beautiful lagoon. It is a prosperous city, and the castle of the feudal chief who made the place his head-quarters in mediæval times, may still be seen in a state of good preservation. From Matsue, at a distance of some 26 miles, which can be traversed partly by steamer, party by *jinrikisha*, lie the great Shintō shrines of Izumo, which Japanese mythology connects with the earliest legends of the "divine ancestors." An excellent description of the shrines may be found in Murray's "Handbook for Japan."

Tsuruga. After steaming 143 miles along the coast from Sakai, the vessel enters Wakasa Bay, and anchors at Tsuruga, which is counted the best harbour on this coast, and has consequently been made the terminus of a service of steamers —the Ōya Line which runs thence to Vladivostock to connect with the Trans-Siberian Railway. As Tsuruga is in touch by rail

with Tōkyō, Yokohama and Kobe, this is the speediest route to Vladivostock for Japanese passengers. Tsuruga itself possesses no features of special interest.

Fushiki. Fushiki (195 miles) is the next port of call. To reach it the steamer has to round Noto promontory and steer for the southern shore of Toyama Bay. The place is without historical associations or scenic charms.

Naoyetsu. Sixty miles of steaming from Fushiki bring the steamer to Naoyetsu in Echigo. This town, which in former days owed something of its importance to the presence of a great Buddhist temple in its neighbourhood, where for some time in the thirteenth century resided the founder of the powerful Shinshū sect, is now remarkable mainly as the centre of a petroleum-refining business that promises to assume large dimensions. Among minor features imparting interest to the town in Japanese eyes is a horsefair held yearly in July, and a jelly, called *awa-ame*, made from millet. Naoyetsu is in railway communication with Tōkyō, and is the head-

quarters of a strong enterprise, called the International Oil Company, whose capital is mainly furnished and its administration conducted by the Standard Oil Company of New York. The best hotels in the town are Matsuba-kwan and Ika-gon.

Niigata. Sixty-two miles northward of Naoyetsu along the coast lies the town of Niigata, facing the island of Sado which is separated from it by a channel 32 miles wide. Sado used to be the Botany Bay of Japan during mediæval ages when criminals were banished thither and employed to work in the gold and silver mines for which the island has always been remarkable. The present population shows no traces of this contaminating contact.

Niigata, though among the places originally chosen for purposes of foreign trade, has proved a commercial failure as far that purpose is concerned, and has now no foreign residents except a few missionaries. From it, steamers ply—five hours' trip—to the island of Sado, where may be seen silver and gold mines that have been worked from time immemorial. Niigata's population does not exceed fifty thousand, yet it enjoys the distinction of being the largest and most prosperous port on the western shore, and of

standing on the banks of the Shinano, one of the three principal rivers in the Empire. An exposed situation and a troublesome bar at the mouth of the river are the obstacles to Niigata's development. Vessels are often obliged to take refuge at Ebisu-minato in the island of Sado. The recent completion of railway lines has brought Niigata within a day's journey of Tōkyō by train and has provided a new market for coarse lacquer-ware which is abundantly produced in the town and its neighbourhood.

Niigata has a hotel called the "Restaurant International" and it has two inns, Shinoda and Yoshi-kwan. Its banks are the Niigata Bank, the Niigata Savings Bank and a branch of the First Bank. The principal steamship companies are the Nippon Yusen Kaisha and the Yetsusa S. S. Company.

Sakata.

Sakata, the next port of call after Niigata, is 63 miles from the latter place. It has some importance inasmuch as considerable quantities of rice are shipped for transport northward and southward. The shipping facilities are greatly impaired by a bar at the mouth of the river Mogami on which the town is built. The place has some claims to scenic beauty.

Akita & Tsuchizaki.

Akita (52 miles northward of Sakata) has for sea-port Tsuchizaki, with which it is in tramway communication; but in winter, when Tsuchizaki is too much exposed, vessels have recourse to Funakawa, which lies some 26 miles distant in a bay at the entrance to a lagoon of considerable extent and beauty. Akita is a prefectural capital, and does a flourishing trade, principally in exporting rice to northern districts. The scenery is very fine, and the neighbouring coast is celebrated for curious rock formations. There is a public park where once stood the castle of the feudal family of Satake. Akita is in communication by rail with Tōkyō and Awomori.

Noshiro.

This the last point of call on the western coast, is 45 miles from Akita. It is a place of no special interest, except for the sake of its silver-smiths, who have some skill, and for the sake of its connection by rail with the well known Ani Copper mine.

Return Voyage.

On the return voyage from Otaru to Yokohama the same route is followed as on the northward trip except that a place called Shiwotsu is called at between Kobe and Yokohama. Murray's "Handbook for Japan" says of Shiwotsu that it is "a village on the first of those little land-locked bays—secluded paradises—that gem the coast of the provinces of Kishū and Shima. The sea, the dainty little sandy beach, and the view back over Wakayama, the valley of the Kinokawa and across to Awaji and Awa in Shikoku, combine to form a delicious picture."

The fare schedule relating to the above line is shown in the following page.

Yokohama-Kobe-Otaru Line.

(*Via* West Coast).

Kobe.

	Y
1st Class.	3.00
2nd Class.	2.00
3rd Class.	1.00

Onomichi.

	Y	Y
1st Class.	7.00	4.50
2nd Class.	5.00	3.00
3rd Class.	2.50	1.50

Moji.

	Y	Y	Y
1st Class.	12.00	10.50	6.00
2nd Class.	8.00	7.00	4.00
3rd Class.	4.00	3.50	2.00

Sakai.

	Y	Y	Y	Y
1st Class.	18.00	16.50	12.00	7.50
2nd Class.	12.00	11.00	8.00	5.00
3rd Class.	6.00	5.50	4.00	2.50

Tsuruga.

	Y	Y	Y	Y	Y
1st Class.	22.50	21.00	16.50	12.00	6.00
2nd Class.	15.00	14.00	11.00	8.00	4.00
3rd Class.	7.50	7.00	5.50	4.00	2.00

Fushiki.

	Y	Y	Y	Y	Y	Y
1st Class.	25.50	24.00	19.50	13.50	7.50	3.00
2nd Class.	17.00	16.00	13.00	9.00	5.00	2.00
3rd Class.	8.50	8.00	6.50	4.50	2.50	1.00

Naoyetsu.

	Y	Y	Y	Y	Y	Y	Y
1st Class.	25.50	24.00	19.50	15.00	10.50	6.00	3.00
2nd Class.	17.00	16.00	13.00	10.00	7.00	4.00	2.00
3rd Class.	8.50	8.00	6.50	5.00	3.50	2.00	1.00

Niigata & Sado.

	Y	Y	Y	Y	Y	Y	Y	Y
1st Class.	27.00	25.50	21.00	16.50	12.00	9.00	6.00	3.00
2nd Class.	18.00	17.00	14.00	11.00	8.00	6.00	4.00	2.00
3rd Class.	9.00	8.50	7.00	5.50	4.00	3.00	2.00	1.00

Sakata, Tobijima & Kamo.

	Y	Y	Y	Y	Y	Y	Y	Y	Y
1st Class.	28.50	27.00	22.50	18.00	13.50	10.50	9.00	7.50	4.50
2nd Class.	19.00	18.00	15.00	12.00	9.00	7.00	6.00	5.00	3.00
3rd Class.	9.50	9.00	7.50	6.00	4.50	3.50	3.00	2.50	1.50

Tsuchizaki & Funakawa.

	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
1st Class.	30.00	28.50	24.00	21.00	15.00	12.00	10.50	9.00	6.00	3.00
2nd Class.	20.00	19.00	16.00	14.00	10.00	8.00	7.00	6.00	4.00	2.00
3rd Class.	10.00	9.50	8.00	7.00	5.00	4.00	3.50	3.00	2.00	1.00

Noshiro.

	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
1st Class.	33.00	31.50	27.00	24.00	19.50	16.50	15.00	12.00	9.00	7.50	7.50
2nd Class.	22.00	21.00	18.00	16.00	13.00	11.00	10.00	8.00	6.00	5.00	5.00
3rd Class.	11.00	10.50	9.00	8.00	6.50	5.50	5.00	4.00	3.00	2.50	2.50

Hakodate.

	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
1st Class.	36.00	34.50	30.00	27.00	22.50	19.50	18.00	16.50	13.50	12.00	12.00	7.00
2nd Class.	24.00	23.00	20.00	18.00	15.00	13.00	12.00	11.00	9.00	8.00	8.00	5.00
3rd Class.	12.00	11.50	10.00	9.00	7.50	6.50	6.00	5.50	4.50	4.00	4.00	2.50

Otaru.

Return Tickets.—Available for 90 days, 20% reduction on return passage, 1st & 2nd class only.

Children.—Under 4 years free, under 12 years ½ fare.

Special Reductions.—20% to Japanese Naval and Military officers.

Yokohama-Yokkaichi Line.

A regular service once in every 3 days, and frequent extra steamer-communications, are maintained by the Company's steamers between Yokohama and Yokkaichi. Extra steamers call at Handa on the outward voyage.

Return Tickets.—20% Reduction on Return passage, 1st & 2nd class only.

Children.—Under 4 years free, under 12 years ½ fare.

Special Reductions.—20% to Japanese Naval and Military officers.

Yokohama.

	Y		
1st Class.	3.00		**Shimizu.**
2nd Class.	2.00		
3rd Class.	1.00		
	Y	Y	
1st Class.	4.50	3.00	**Yokkaichi, Tsu, Handa & Kamiyashiro.**
2nd Class.	3.00	2.00	
3rd Class.	1.50	1.00	

(Japanese food).



Awomori, Hakodate and Muroran Line.

THREE steamers are employed on this service, all of them having excellent passenger accommodation.

On the outward voyage these steamers leave Awomori and Hakodate respectively, every day at 11.30 a. m. and 10 p. m., and arrive at Muroran at 6 a. m. on the following morning; and on the homeward voyage they leave Muroran and Hakodate respectively, at 10 p. m. and 9. a. m. and arrive at Awomori at 4 p. m., the times being arranged so as to accommodate passengers to and from internal points on the main Island and in Hokkaidō who come to Awomori and Muroran by the lines of the Nippon Railway Company, the Government Railway, and the Hokkaidō Tankō Railway.



The Yubari Water-falls, Hokkaidō.

In addition to the above mentioned service the Company despatches extra steamers to ply between Awomori and Hakodate. These steamers leave Awomori almost

every night at 12 for Hakodate, and Hakodate at 11 p. m. for Awomori.

Muroran.

Muroran lies in a recess on the south-eastern coast of Volcano Bay. It has no special scenic attractions, and the only thing remarkable about it is that its neighbouring waters abound with a large shell-fish called *hotate-gai* (spread-sail shell), the *pecten yessoensis* of conchologists. Volcano Bay itself has very great beauties, and these may be partially seen from the deck of the steamer before she enters the little bight where Muroran is situated.

The schedule of fares on this line is as follows :—

Awomori-Muroran Line.

Children.—Under 4 years free, under 12 years ½ fare.

Special Reductions.—20% to Japanese Naval and Military officers.

No Return Tickets.

Awomori.

	Y	
1st Class.	2.70	**Hakodate.**
2nd Class.	1.80	
3rd Class.	.90	

	Y	Y	
1st Class.	6.30	3.60	**Muroran.**
2nd Class.	4.20	2.40	
3rd Class.	2.10	1.20	

(Japanese food).

Hokkaidō Coast-wise Line.

IN addition to the services mentioned above, which connect the main Island with Hokkaidō, the Company maintains five lines on the coasts of the northern island. Of these three have Hakodate for southern terminal point. One, starting from Hakodate, proceeds eastward, and including many ports of call on the eastern coast as far as Nemuro, finally reaches the Kuriles, going as far as Uruppu. Another line follows the same route, but from Nemuro preceeds to Tomari in Kunashiri, the most southerly of the Kuriles, and thence to Abashiri on the north of the main island of Yezo. A third route has Hakodate and Otaru for terminal points, and has five intermediate ports of call on the west coast. Of the two other coast-wise lines, one has Otaru and Wakkanai for terminal points, and makes 5 calls *en route* at places on the west coast, and at Rebun. The other plies between Wakkanai and Abashiri, having five intermediate ports all on the northern coast. It will be seen that the Company has thus organized a complete service by which travellers can reach every place of any importance in the group of islands known as Hokkaidō.

For information with regard to passage rates on the above lines reference is made to the following pages.

HOKKAIDŌ COAST SERVICES.

Hakodate-Nemuro-Shana Line.

Hakodate.

	Y
1st Class.	6.30
2nd Class.	5.00
3rd Class.	2.50

Kushiro.

	Y	Y
1st Class.	7.00	2.50
2nd Class.	5.50	2.00
3rd Class.	2.80	1.00

Akkeshi.

	Y	Y	Y
1st Class.	7.50	3.80	2.50
2nd Class.	6.00	3.00	2.00
3rd Class.	3.00	1.50	1.00

Kiritabu.

	Y	Y	Y	Y
1st Class.	8.80	5.00	3.80	2.50
2nd Class.	7.00	4.00	3.00	2.00
3rd Class.	3.50	2.00	1.50	1.00

Nemuro.

	Y	Y	Y	Y	Y
1st Class.	12.50	8.75	7.50	6.25	3.75
2nd Class.	10.00	7.00	6.00	5.00	3.00
3rd Class.	5.00	3.50	3.00	2.50	1.50

Shakotan.

	Y	Y	Y	Y	Y	Y
1st Class.	12.50	8.75	7.50	6.25	3.75	2.50
2nd Class.	10.00	7.00	6.00	5.00	3.00	2.00
3rd Class.	5.00	3.50	3.00	2.50	1.50	1.00

Chinomiji.

	Y	Y	Y	Y	Y	Y	Y
1st Class.	16.30	12.50	11.30	10.00	7.50	5.00	5.00
2nd Class.	13.00	10.00	9.00	8.00	6.00	4.00	4.00
3rd Class.	6.50	5.00	4.50	4.00	3.00	2.00	2.00

Rubetsu.

	Y	Y	Y	Y	Y	Y	Y	Y
1st Class.	16.30	12.50	11.30	10.00	7.50	5.00	5.00	1.50
2nd Class.	13.00	10.00	9.00	8.00	6.00	4.00	4.00	1.20
3rd Class.	6.50	5.00	4.50	4.00	3.00	2.00	2.00	.60

Shana.

	Y	Y	Y	Y	Y	Y	Y	Y	Y
1st Class.	20.00	16.25	15.00	13.75	11.25	8.75	8.75	6.25	6.25
2nd Class.	16.00	13.00	12.00	11.00	9.00	7.00	7.00	5.00	5.00
3rd Class.	8.00	6.50	6.00	5.50	4.50	3.50	3.50	2.50	2.50

Uruppu.

(Japanese food).

Return Tickets.—20% reduction on return passage 1st & 2nd class only.
Children.—Under 4 years free, under 12 years ½ fare.
Special Reductions.—20% to Japanese Naval and Military officers

Hakodate-Nemuro-Abashiri Line.

	Hakodate.						
	Y						
1st Class.	6.30	Kushiro.					
2nd Class.	5.00						
3rd Class.	2.50						
	Y	Y					
1st Class.	7.00	2.50	Akkeshi.				
2nd Class.	5.50	2.00					
3rd Class.	2.80	1.00					
	Y	Y	Y				
1st Class.	7.50	3.80	2.50	Kiritabu.			
2nd Class.	6.00	3.00	2.00				
3rd Class.	3.00	1.50	1.00				
	Y	Y	Y	Y			
1st Class.	8.80	5.00	3.80	2.50	Nemuro.		
2nd Class.	7.00	4.00	3.00	2.00			
3rd Class.	3.50	2.00	1.50	1.00			
	Y	Y	Y	Y	Y		
1st Class.	11.30	7.50	6.30	5.00	2.50	Tomari.	
2nd Class.	9.00	6.00	5.00	4.00	2.00		
3rd Class.	4.50	3.00	2.50	2.00	1.00		
	Y	Y	Y	Y	Y	Y	
1st Class.	15.00	11.25	10.00	8.75	6.25	5.00	Abashiri.
2nd Class.	12.00	9.50	8.00	7.00	5.00	4.00	
3rd Class.	6.00	4.50	4.00	3.50	2.50	2.00	

(Japanese food).

Hakodate-Otaru Line.

	Hakodate.						
	Y						
1st Class.	3.60	Yesashi.					
2nd Class.	2.40						
3rd Class.	1.20						
	Y	Y					
1st Class.	4.50	1.80	Okujiri.				
2nd Class.	3.00	1.20					
3rd Class.	1.50	.60					
	Y	Y	Y				
1st Class.	5.40	3.60	2.45	Sutsu.			
2nd Class.	3.60	2.40	1.60				
3rd Class.	1.80	1.20	.80				
	Y	Y	Y	Y			
1st Class.	6.30	4.50	3.60	1.20	Iwanai.		
2nd Class.	4.20	3.00	2.40	.80			
3rd Class.	2.10	1.50	1.20	.40			
	Y	Y	Y	Y	Y		
1st Class.	7.50	5.40	4.50	3.60	3.00	Otaru.	
2nd Class.	5.00	3.60	3.00	2.40	2.00		
3rd Class.	2.50	1.80	1.50	1.20	1.00		

(Japanese food).

Otaru-Wakkanai Line.

	Otaru.						
	Y						
1st Class.	3.00	Mashike.					
3rd Class.	1.20						
	Y	Y					
1st Class.	4.30	3.00	Yakijiri.				
3rd Class.	1.70	1.20					
	Y	Y	Y				
1st Class.	5.80	4.30	3.00	Oniwaki.			
3rd Class.	2.30	1.70	1.20				
	Y	Y	Y	Y			
1st Class.	6.50	4.50	3.50	1.30	Oshidomari.		
3rd Class	2.60	1.90	1.40	.50			
	Y	Y	Y	Y	Y		
1st Class.	7.30	5.80	4.30	1.50	1.30	Rebun.	
3rd Class.	2.90	2.30	1.70	.70	.50		
	Y	Y	Y	Y	Y	Y	
1st Class.	8.50	7.30	5.50	4.30	3.30	2.80	Wakkanai.
3rd Class.	3.50	2.90	2.30	1.70	1.30	1.10	

(Japanese food).

Wakkanai-Abashiri Line.

	Wakkanai.						
	Y						
1st Class.	3.50	Yoroshi.					
2nd Class.	2.80						
3rd Class.	1.40						
	Y	Y					
1st Class.	5.00	2.30	Omuto.				
2nd Class.	4.00	1.80					
3rd Class.	2.00	.90					
	Y	Y	Y				
1st Class.	6.00	3.50	1.50	Mombetsu.			
2nd Class.	4.80	2.80	1.20				
3rd Class.	2.40	1.40	.60				
	Y	Y	Y	Y			
1st Class.	7.00	4.50	2.50	1.30	Yubetsu.		
2nd Class.	5.60	3.60	2.00	1.00			
3rd Class.	2.80	1.80	1.00	.50			
	Y	Y	Y	Y	Y		
1st Class.	8.00	6.00	4.00	2.50	1.50	Tokoro.	
2nd Class.	6.40	4.80	3.20	2.20	1.20		
3rd Class.	3.20	2.40	1.60	1.10	.60		
	Y	Y	Y	Y	Y	Y	
1st Class.	9.00	7.30	5.00	3.50	2.80	1.50	Abashiri.
2nd Class.	7.20	5.80	4.00	2.80	2.20	1.20	
3rd Class.	3.60	2.90	2.00	1.40	1.10	.60	

(Japanese food).

Noted Places in the vicinity of Ports of Call.

Brief reference having been made in the above pages to all the ports at which the Company's steamers call, it remains to notice certain prominent places in the vicinity of those ports, places which every tourist is likely to visit.

Osaka.

Osaka, covering an area of 8 square miles with a population of about 900,000, is the second city of Japan in point of size, and, according to many authorities, the first in point of commercial importance. It lies upon the banks of the famous Yodo-gawa, and is celebrated as the military capital, in the sixteenth century, of the great *Taikō*, who, in the short space of two years, built there the grandest fortress that Japan has ever possessed. This castle and its annexed buildings were burned by the adherents of the Tokugawa Regents before abandoning the place in 1868, but the wide moat and colossal battlements are still intact, some of the granite blocks that compose the latter measuring as much as 40 feet in length and 10 feet in

height with a thickness of several feet. A vivid illustration of the changes that Japan has seen during the *Meiji* era is furnished by the fact that the plateau on which Hideyoshi's



Castle of Osaka.

donjon originally stood is now the site of a reservoir for supplying the city with pure water. Osaka has been called the Venice of Japan, for, on summer evenings, the two streams of the Yodo-gawa are covered with boats floating hither and thither, while their inmates enjoy the cool breeze from the river, the sound of music and the sparkle of fireworks. Yet the city is chiefly remarkable for the manufacturing enterprise of its inhabitants, justly reputed to be the sharpest and most daring business men of Japan. Twenty

years ago, the whirr of machinery and the throb of the steam-engine were heard only at the Mint,—where beautiful coins current throughout the whole East are struck,—and at its associated Sulphuric Acid Works. No tall chimneys polluted the sparkling atmosphere of the city, or interrupted the view of the surrounding hills. But to-day, thousands of factories pour out their smoke and smuts, and sixty thousand "hands" live under their shadow. Nothing delays the city's rapid rise to commercial greatness except the want of a port accessible to ocean-going steamers, the estuary of the Yodo River being too shallow for the purpose. A programme of harbour construction, involving an outlay of twenty million *yen*, has now been elaborated, and Osaka will doubtless soon become the shipping and manufacturing capital of the empire. Nothing more forcibly strikes a foreign visitor to Osaka than the air of briskness and bustle that pervades the streets. In comparison with the intense urgency and impetuous stress of life in an Occidental city, Osaka is, of course, staid and tranquil; but whereas in other Japanese towns business is conducted in a placid manner, in Osaka a general tendency to ardour and expedition shows that the desire of wealth is really effective.

Osaka has not many sights to offer those interested in the old civilization of Japan, nor can its environs boast any special lions. At Yamanaka's store in Korai-bashi, however, is to be found one of the most abundantly and variously

stocked bric-à-brac warehouses in Japan, and the bazaars (*Kankōba*) are thoroughly worthy of a visit. The foreign settlement is at Kawaguchi, where the Yodo's two streams meet below an island that divides them in their passage through the city proper. When the place was opened to foreign trade, its future was forecast in rosy colours. But experience has not justified that expectation: it is now apparent that the city's future will depend chiefly upon its manufactures, and that, as a centre of imports from abroad, it is not likely to play a large rôle, however important it may become as a place of export. Its Occidental residents consist almost entirely of missionaries: not more than three or four trading firms have agents there. A spacious and imposing building,



Tennoji, Osaka.

called the "Osaka Hotel," is the only hotel where foreign visitors can find good accommodation, but there are excellent Japanese inns and restaurants.

Several lines of railway converge at Osaka : the Tōkaidō line, the southern section of which runs to Kobe where it connects with the Sanyō line, which goes thence along the western shores of the Inland Sea to Shimonoseki, while the eastern and northern sections run to Kyōto, Nagoya and Tōkyō, joining at Shinagawa, the great northern line of the Nippon Railway Company ; the Hankai line, running to Sakai, where the now famous cotton rugs and carpets of Japan are manufactured ; the Naniwa line to Shijonawate, and the Nara-Osaka Railway to Nara. There is also an urban railway which runs round one half of the city and connects with the Tōkaidō line.

Nara.

After Nikkō and Kyōto, Nara offers greater attractions to tourists than any place in Japan. Its natural beauty is exceptional and its historical interest vivid. It may be said to have been the first capital of Japan. Up to the beginning of the 8th century, the Imperial Court changed its location at the accession of each sovereign, and the Court's place of residence naturally became the official metropolis. A city whose life was

limited to the duration of a single reign, could not possibly attain any commercial or architectural importance. The so-called capitals prior to Nara left no vestiges of greatness. But Nara remained the metropolis during seven reigns



Temple of Daibutsu, Nara.

(709 to 784 A. D.), and its seventy-five years of existence sufficed for the building and furnishing of many imposing shrines and temples, the laying out of a noble park, and the casting—after seven unsuccessful attempts—of a colossal image of Buddha, which now stands in the temple called Tō-daiji, and enjoys the reputation of being the biggest thing of the kind in Japan. This " Nara-no-Daibutsu " is, of course one of the sights of the place, but whatever may have been the beauty of its proportions or the majesty of its lineaments when it was first placed in position, it presents to-day, after many vicissitudes, less striking evidence of artistic conception than the Daibutsu of Kamakura. Nara has a hundred attractions, quite as noteworthy as the gigantic idol. For

the student of art a feature of special interest is the Imperial Store-house (*Shōsō-in*), containing specimens of all the articles in daily use at the Emperor's Court during the eighth century—specimens that indicate a condition of refined civilization such as no Western nation could boast at that remote era. Nara contains to-day a population of only twenty-two thousand, but its citizens are supposed to have numbered a quarter of a million in the days of its greatness. It has not yet suffered much at the hands of the modernizer. A museum in Western style, a wide macadamized road invading the sacred park, and a bazaar are the only evidences of the spirit of the age.

Nara is easily reached by train from Osaka and Kyōto. Some tourists prefer to go there by *Jinrikisha* from Kyōto, for the drive, though of considerable length, passes through scenery of the greatest loveliness, and touches at the celebrated tea plantations of Uji. On the other hand, by alighting at the second station before Nara on the Nara-Osaka Railway, one can inspect Horiu-ji, the oldest temple in Japan, and the most interesting from an artistic and antiquarian point of view.

Kyōto. Kyōto, which lies 25 miles inland from Osaka, on the Tōkaidō Railway, is the most interesting city in Japan. Founded in the year 793 A.D., it remained during nearly eleven centuries the capital of the Empire. The Sovereign Kwammu, when, with wise judgment, he selected this picturesque spot for the Court's residence, caused the city to be laid out with mathematical regularity, its area, 3 miles by 3½ being



Uji, near Kyoto.

intersected by eighteen principal thoroughfares, nine running due north and south, and nine due east and west, the two systems connected at equal intervals by minor streets. At the middle of the north face stood the Palace, its

enclosure covering ¾ of a square mile, and from it to the centre of the south face ran a noble avenue, 280 feet wide and 3½ miles long. Conflagrations and subsequent reconstructions have somewhat modified the regularity of this plan, but much of it still remains, and its story is preserved in the numbering of the thoroughfares. In the days of its greatest prosperity, Kyōto contained half a million inhabitants, but its population now is only 355,000, so that it has fallen to the position of the third largest city in the land. The Emperor Kwammu called it "Heian-jo," or the City of Peace, when he first established his Court there, but the people knew it as "Miyako" or "Kyōto," both words signifying "capital," and in modern times it is often spoken of as "Saikyō," or Western Capital, in opposition to "Tōkyō," or Eastern Capital. Having been for eleven centuries the imperial, intellectual, political, religious and artistic metropolis of the realm, Kyōto abounds



Kiyomizu Temple, Kyōto.

with evidences of its unique career. Magnificent temples and shrines, grand monuments of architectural and artistic skill, beautiful gardens, gorgeous festivals, and innumerable *ateliers* where the best traditions of Japanese art are obeyed with most attractive results, offer to the tourist a mine of inexhaustible interest. Everywhere through the city clear water ripples, and to this water Kyōto owes much of its importance, for nowhere else in the empire can linen be bleached so white or dyed in such brilliant colours. The people of Kyōto, like their Osaka neighbours, are full of manufacturing energy. Not only do they preserve, amid all the progress of the age, their old-time preëminence as producers of the finest porcelain, faïence, embroidery, brocade, bronze, cloisonné enamel, fans, toys and metal work of all kinds, but they have also adapted themselves to the Western market, and are now weaving and dyeing quantities of beautiful silk fabrics for which a large and constantly growing demand is found in Europe and America.



Honganji, Kyoto.

Volumes might be written descriptive of the sights that Kyōto offers to visitors interested in the story of Japanese

civilization. Nowhere else can be traced with equal clearness the part played in that civilization by Buddhism with its magnificent paraphernalia and grand ceremonial spectacles; nowhere else, side by side with this luxurious feature, can be witnessed in more striking juxtaposition the austere purity and severe simplicity of the Shintō cult; and nowhere else can be more intelligently observed the fine faculty of the



Pine Tree, trained in the shape of a boat, at Kinkaku-ji, Kyoto.

Japanese for utilizing, emphasizing and enhancing the beauties of nature. A certain exercise of judgment is essential in viewing the sights of the city, for the most ardent ethnologist, antiquarian or dilettante will find his faculty of appreciation

blunted if he faithfully follows a guide-book programme, taking things simply in the order of their local convenience. He should vary his inspection of temples, shrines, palaces and stores by visits to the picturesque sights in the environs—Arashi-yama, glowing with cherry blossoms in spring and maple-tints in autumn; the rapids of the Katsura River; the gardens of the Gold and Silver Pavilions (*Kinkaku-ji* and *Ginkaku-ji*) and, above all, Lake Biwa with its lovely surroundings. Forty minutes by train take one to the town of Otsu, on the shores of this the largest lake in Japan (36 miles long and 12 broad), and thence small steam-boats ply constantly to the points of chief interest. Around the shores of this picturesque sheet of water are to be viewed the *Ōmi-hakkei* or "eight landscapes of Ōmi." To see them under the circumstances that constitute their celebrity demands nice adjustment of time, as will be observed from their enumeration — the lake silvering under an autumn moon as one looks down from Ishi-yama; the snow at evening on Hirayama; the glow of sunset at Seta; Miidera as the evening bell sounds; boats sailing home from Yabase; cloudless



Lake Biwa from Hikone.

peaks at Awazu; rain after nightfall at Karasaki; and wild geese sweeping down to Katata.

Kyōto possesses the best furnished and most tastefully arranged stores in Japan: nothing comparable with them is to be found elsewhere. It has also excellent hotels: the Kyōto Hotel, called also Tokiwa, conveniently situated Yaami, remarkable for its fine view, and Nakamura-ya, or Niken-jaya, and the Miyako Hotel.

The most notable stores in the city are as follows:—

GENERAL CURIOSITIES.

Yamanaka (Tera-machi); Kyūkyo-do (Tera-machi); Tomoye shōkai (Gion-machi); Ikeda (Shin-monzen); Hayashi (Furu-monzen); and many minor establishments.

SILK STUFFS AND EMBROIDERIES.

Kawashima (Sanjō Higashi-no-Tōin); Nishimura (Sanjō Karasu-maru); Takashima (Karasumaru Takatsuji); Daimaru-Ichi (Otabi-chō); Tanaka Rishichi (Karasu-maru Shichi-jō); Benten (Shin-monzen); Matsubaya (Gojō Shin-machi).

KERAMIC WARES.

Seifu (Gojō-zaka); Kinkō-zan (Awata); Ito Tōzan (Kyō-mizuzaka); Tōjiki Kaisha (Shirakawa-bashi); etc.

BRONZES AND METAL WORK.

Jōmi Eisuke (Tera-machi); Komai (Furumonzen and Shinmonzen); Kanaya Gorosaburo (Tomino Kōji); Nozawa (Otabi-chō); etc.

CLOISONNÉ ENAMELS.

Namikawa (Sanjō Kitaura); Ki-un-ken (Sanjō Shirakawa-bashi); Takahara (Sanjō-dōri).

LACQUERS.

Nishimura (Tera-machi).

FANS, TOYS, ETC.

Nishida (Higashi-no-tōin); Ishii Shōten (Gion-machi); Misaki (Shijō Tomi-no-kōji); Ishizumi (Yanagi-no-bamba); Shimizu (Tomi-no-kōji, Shijō).

Nagoya.

Nagoya may be reached direct by rail from Kyōto or Yokohama, but the alternative route is easy and pleasant, namely, by steamer to Yokkaichi and thence to Atsuta, a port within a short distance of Nagoya. Visitors are attracted to Nagoya chiefly for the sake of seeing its castle, one of the finest in Japan. It was erected in 1610 by a number of Iyeyasu's feudal barons for his son's residence, and although some of its interior decoration, admirable work by the most renowned Japanese artists, was defaced by soldiers quartered there in the iconoclastic days immediately succeeding the Restoration, it still presents features of the greatest artistic and military interest. But Nagoya (population



Castle of Nagoya.

244,000) will well repay a visit for the sake of the industries carried on in the town or its vicinity, namely the manufacture of cloisonné enamel, of porcelain and of faïence. For a long time Kyōto used to be regarded as virtually the only place where really fine cloisonné could be produced. It was deprived of that supremacy by a new conception on the part of the Tōkyō artizans—the so-called "cloisonless enamels"—and Nagoya, already remarkable for the renaissance of the cloisonné industry after the Restoration, soon developed great skill along the lines of both Tōkyō and Kyōto, and now produces excellent work at exceptionally low figures. As a keramic centre, also, Nagoya deserves attention. Within a few miles of the town lie the celebrated potteries of Seto, situated in a district that may be said to consist entirely of porcelain earth. Remarkable strides have been made of late by the Nagoya potters in the production of *céladon*, polychromatic glazes and eggshell ware. Their work promises soon to bear comparison with the masterpieces of the great Ching-te-cheng factories of China.

HOTELS.

Nagoya Hotel; Palace Hotel; Tōkōkwan (Japanese restaurant celebrated for its cuisine and dining paraphernalia.)

KERAMIC DEALERS.

Tashiro-ya; Kato Gosuke (Seto); etc.

CLOISONNÉ ENAMELS.

Kawaguchi ; Kumeno ; Honda ; etc.

Kamakura. To people of modern days, especially to tourists, Kamakura is chiefly known for the sake of a celebrated bronze figure of Buddha which stands in its vicinity. But the example of decadence that the place presents is certainly its most remarkable feature, for whereas, in the middle of the fifteenth century, it was a vast city, the houses of its million citizens



Hachimangu, Kamakura.

covering the whole plain and its streets extending into the recesses of the hills, it is to-day a tiny hamlet, consisting of a few thatched cottages and retaining nothing of its ancient greatness except an imposing temple of Hachiman, the God of War. Fifty minutes by train brings the traveller from Yokohama to Kamakura, and a further drive of 20 minutes by *jinrikisha* carries him to a place much frequented by Yokohama residents during the summer months, a marine sanatorium (*Kaihin-in*), standing in a grove of pines near the seashore where the ambassadors of Kublai Khan were beheaded centuries ago. Kamakura was the first military capital of Japan, and there, on a hill reached by a long flight of stone steps, one may see the grave of Yoritomo, who originally organized the system of military government known as the "Shogunate," and who certainly deserves to be



The "Daibutsu," Kamakura.

regarded as one of Japan's greatest administrators and legislators. In the temple of Hachiman portions of his armour and many relics of his time are now preserved. From the sea-shore to the precincts of this holy building he caused to be planted an avenue of pines. The great image of Amida, the "*Daibutsu* of Kamakura," which was conceived also by Yoritomo, is a magnificent work of art, perfectly proportioned and presenting an indescribable aspect of intellectual and passionless serenity. Twice—in 1369 and 1494—seismic waves swept away the temple that covered it, but left the image unmoved, and it now stands in the open air, unharmed by six and a half centuries of existence. Lovers of ancient porcelains may see, at some of the temples in Kamakura's vicinity, grand vases of monochromatic *celadon*, presented to the priests by the *Taikō*, and all persons with artistic proclivities will find much to admire among the treasures preserved by these once prosperous, but now sorely embarrassed, servants of Buddha.

Eno-shima. Is four miles from Kamakura, and the drive along the sea-shore between the two places is very picturesque. It may also be reached from Fujisawa, a station on the Tōkaidō Railway, whence it is only 2½ miles distant, but the road offers no attractions. Though its Japanese name denotes an island, the place is really a huge rock joined to the mainland by a narrow isthmus, over which the tide often flows. The



A View of Eno-shima.

intense love of the Japanese people for natural beauty has invested this charming spot with a sacred character in their eyes. Its rugged outlines, the softly undulating dunes that approach it and the verdure that crowns it, have been

combined by them into a legend, wherein the island is supposed to have risen suddenly from the ocean in order that the goddess Benten might descend and cast the spell of her loveliness over a ferocious dragon that inhabited a cave beneath and used to devour a daily dole of little children from a neighbouring village. The cave is still Eno-shima's greatest sight. It pierces the base of the rock to a depth of 372 feet, and it possesses the ominous reputation of bringing estrangement, within a twelve-month, to any lovers that enter it in company. During the season of worship at the shrine on Fuji-yama (July 20th to the end of September), crowds of pilgrims make a *détour* through Eno-shima, and deprive the place of something of its restfulness. At other times, however, it is a delightful resort, well repaying a visit. Already many of the choice sites on the island and in its vicinity have been acquired by men of wealth for building sea-side villas.

Oiso. Though a sufficiently flourishing town in the days when Kamakura was the military capital of Japan, now attracts attention solely for the beauty of its sea-scape and the excellence of its surf-bathing. Before the renewal of intercourse with the Western world, the idea of private villas by the sea-side or in the mountains was practically unknown to the Japanese. When excessive heat in the lowlands or hygienic considerations suggested a change of air, all who could afford the luxury repaired to one of the celebrated spas in the hills, where excellent inns afforded ample accommodation, and the visitors lived a kind of family life, free from all restraint except the dictates of courtesy. But among the nation's many adoptions of Western customs none has been more conspicuous of late years than a constantly growing tendency for the merchant, who formerly had no thought of domestic life beyond his business precincts, to build himself a suburban residence on the hills invariably found in the environs of a Japanese city, and for the nobleman or man of affluence to seek a pleasant site in the mountains or by the sea-side, and to erect there a *bcsso* (villa) with due accompaniment of garden and rockery. Oiso, Koiso, Odawara, Atami, Kamakura, Zushi, Eno-shima, Kanazawa, Tomioka, and other lovely little nooks along the shores of Sagami and the Izu promontory bear witness to this new taste, nor can there be any doubt that in the near future, when the privilege of land-ownership is extended to



Saruhashi, Kai.

foreigners, many Europeans and Americans will learn to appreciate the advantages of seeking resorts in a country where not only scenic loveliness, a delicious climate and perfectly courteous neighbours are to be found, but where also a fortune insignificant in the West procures for its possessor comforts and consideration altogether out of proportion to the actual cost. Tourists desirous of forecasting this phase of Japan's future, as well as of witnessing a succession of seascapes not equalled in many parts of the world, may spend a pleasant, wholesome and interesting time wandering from one to another of the places mentioned here.

Yokosuka.

Within ninety minutes of Yokohama by train lies Yokosuka, the site of the first Japanese dockyard. The town, though it has a very pretty position on a landlocked bay, owes its importance solely to the Government Dockyard and to the constant presence of men-of-war, the place being now one of the Empire's Naval Ports. It also derives much interest from

the fact that Will Adams, the earliest English visitor to Japan, lived and died there, in the opening years of the seventeenth century. His tomb and that of his Japanese wife may be seen on the top of an eminence easily accessible from the railway station. A few years ago, the foreign residents of Yokohama subscribed a substantial sum to restore the tombs and to provide for their permanent guardianship. It is striking that the grave of the man who first taught the Japanese something about shipbuilding and navigation after the methods of Europe, should now look down on the place where, two hundred and fifty years later, his lessons first bore practical fruit.

Uraga.

A traveller finding himself at Yokosuka with some leisure will be repaid by pushing on to Uraga, only 4½ miles distant. There, on both sides of a narrow strait, forming the entrance to Tōkyō Bay, stands a town important in pre-Restoration days as the place where all ships had to stop and undergo inspection before proceeding up the bay. Commodore Perry, when he came in 1853, bearing President Fillmore's letter to the Tokugawa Regent, anchored at Uraga, and was there visited by the Shogun's envoys. For its own sake, however, the place has no special interest, except that it is the site of two large dry docks opened in 1899.

Hakone. As Western folks understand the term, designates the lake and village lying at the top of the celebrated mountain pass over which all travellers between the two capitals of Japan—the Imperial capital, Kyōto, and the Administrative capital, Tōkyō—used of necessity to make their way in feudal times. But when a Japanese speaks of Hakone, he means the whole mountainous district crossing the neck of Izu Peninsula, and his idea of a summer trip in that direction is a visit to the Seven Spas of Yumoto, Tōnosawa, Miyanoshita, Kiga, Sokokura, Dōga-shima, and Ashi-no-yu. This wide interpretation of the name has never become current among foreigners.

Hakone is twenty-four hundred feet above the sea, and as the only route leading direct to it from the north passes through a forest and over big boulders, the place is emphatically difficult of access. Such, indeed, was the intention of those that planned the path: strategists, before everything, they desired to isolate the northern regions, the realm of the military Regency, as completely as possible from the south, and they purposely laid the road over steep gradients and through rocky defiles until it reached the guard houses (*sekisho*) at the top, where every wayfarer had to submit to strict examination, not even the privacy of a coiffure being permitted to ladies. Tourists with leisure, who desire to study Japanese life in its holiday aspects, may reach Hakone by easy stages, stopping *en route* at Yumoto and Tōnosawa,

among the cascades and swirls of the Hayakawa, or, higher up the pass, at Hata, a prosperous little hamlet before railways severed it from the great stream of travel that used to flow incessantly between the north and the south. The



Yumoto, Hakone.

village of Hakone is dingy enough, a mere collection of wooden hamlets; but even wigwams would look graceful in such a picturesque environment. Many days may be delightfully spent wandering in the neighbourhood of this favourite spot, but as several writers—above all the industrious compilers of "Murray"—have described in detail these picnicking potentialities, they need not be dwelt upon here further than to offer one piece of advice to every tourist,

namely, that he should not fail to visit Yama-naka, a hamlet lying half-way down the pass on the southern side, from whence one of the most superb prospects in all Japan may be viewed.

Hakone is most quickly accessible from Yokohama by taking train to Kozu, tram-car thence to Yumoto, and thereafter proceeding up the pass on foot, or in a *kago*—if any European or American can adjust his large limbs to that peculiary constrained conveyance—or in *jinrikisha*. To pass along this route must always be a matter of duty to those bent upon "doing" Japan, but people of less rigid resolve generally prefer the *détour* by Miyanoshita. The railway to Kōzu has now reduced to a minimum the hardships of getting to Hakone, and in summer the village is crowded with foreigners flying from the heat of the plains.

Miyanoshita. This is, *par excellence*, the fashionable mountain resort of Yokohama residents. It is certainly a delightful spot, the very centre of charming excursions, among which there is choice for either the athlete or the invalid; rejoicing in an atmosphere pure and exhilarating; furnished with a thermal spring so slightly medicated as to be universally usable; and

possessing the best hotel in Japan. This last feature has, of course, much to do with Miyanoshita's popularity. There are many other places among the mountains far more richly gifted by nature than Miyanoshita, but there is only one place that has an inn like Fuji-ya. From Miyanoshita visits may be paid to Kiga, overlooking the gorge of the Serpent's Bones; to Dōgashima, deep down in a ravine noisy with water-falls; to Kojigoku and Ojigoku, where the horrors on the threshold of hell and beyond its portals are vividly sug-



Dōgashima, Hakone.

gested: to Myo-jo-ga-take, whence a superb prospect unfolds itself on every side; to Ashi-no-yu, where the Japanese invalid's appreciation of a thoroughly sulphurous spa may

be gauged by vivid object lessons; and to Otome-tōge, where the incomparable grace of Fuji's slope—the biggest "inverted catenary" of the world—may be seen from the snow-patch on its summit to the blue waves that lave its foot. The ascent of Fuji is easy, and the effort is amply repaid, but the ways and means of making this pleasant excursion can not be described here.

Tōkyō.

The tendency of tourists to make Yokohama their head-quarters rather than Tōkyō is an instance of men's readiness to sacrifice the most important objects of travel on the altar of creature comforts. When people visit Japan, it may be assumed that their purpose is to see Japan, and that the capital of the country with its innumerable points of interest should be preferred by them to a foreign settlement as a place of sojourn. But in Yokohama the supposed superiority of the hotels, the proximity of the banks, stores and shipping agencies, and the readier accessibility of various sources of a certain class of pleasures, seem to constitute, in the eyes of many travellers, a sufficient reason for remaining in this essentially un-Japanese place. Tōkyō, too, has hotels, one of which, the Imperial, though perhaps its capabilities used to be superior to its excellence, no longer invites that criticism. It can boast a handsome

building, spacious rooms, an excellent cuisine, first-class management and a perfectly convenient situation; another, the Métropôle, has a comfortable air of domesticity and no drawback except its comparative remoteness from centres of business or interest; the *Seiyo-ken* enjoys the distinction of having been the pioneer inn for foreigners in the capital, and has a branch establishment of the same name, most picturesquely situated in Uyeno Park, overlooking Shinobazu Lake. The worst accommodation offered by these hotels is not so much inferior to the best obtainable in Yokohama as to account for the predilection in question, other things being so very unequal.

Tōkyō covers a vast space in proportion to its popula-



The Yedo Castle, the present Imperial Palace.

tion. Within a circumference of 30 miles and an area of 100 square miles, it houses only 1,440,000 people (1903). This discrepancy between size and citizens is due to the fact that the city, originally a fortress, ultimately became, under the Tokugawa Regents, the compulsory residence of a host of feudal chiefs, the enclosures of whose mansions necessarily contained large barracks, spacious parade-grounds and extensive parks. With the fall of feudalism in 1867, these *yashiki*, as they were called, ceased to have any *raison d'être*, and their sites, though either absorbed into the streets or appropriated for purposes of State, still create great gaps in the continuity of the city proper. Thus, overlooking the place, one is astonished at the profusion of verdure that breaks the monotony of the roofs and softens the business aspect of the buildings. The old city, now that is has lost its long lines of trim barracks and luxurious *yashiki*, presents no striking architectural features except the central castle, colossally moated and gloriously timbered, once the stronghold of the Tokugawa Regents, now the Palace of the Emperor. Beyond the circle of the moats rise the dwellings of the citizens, unpretentious structures, the lowliness of their character accentuated by imposing edifices that have grown up here and there in deference to the new civilization, and by the disproportionate width that many of the streets have acquired under the provisions of recently enacted municipal regulations which prescribe that whenever a row of houses

is destroyed by fire or becomes removable from other causes, the new buildings shall be pushed back so and so many yards from the edge of the old thoroughfare. Tōkyō's existence, throughout its age of three centuries, has been a perpetual struggle with conflagrations, and the fight has left its traces in the shape of cōmpact sombre-looking warehouses, shuttered with iron plates, or with solid slabs of seasoned plaster, fire-proof like the walls. The busiest quar-



The Nijūbashi, at the entrance to the Palace.

ters of the city virtually consist of such structures, at once serving as dwellings for tradesmen and affording protection to their wares. In these quarters Tōkyō remains much as it was a century ago. But in districts where incomes with

less margin forbid such costly precautions, and where, consequently, the fires that lighten winter's nights carve long lanes of blackened debris every year, the houses, in deference to modern regulations, keep perpetually shrinking back from the widening streets, so that an incongruity is suggested which will probably remain more or less *en evidence* until the extensive programme of city improvement now in contemplation is carried out.

Speaking generally, the sights of Tōkyō divide themselves into two classes: those that belong to the old civilization and those that belong to the new. Principal among the latter are the Houses of the Diet, the Imperial Printing Bureau, the Administrative Departments, the Barracks, the Arsenals, the Paper Mills and other factories, the Botanical Gardens at Koishikawa and the Zoological Garden in Uyeno Park, the Bank of Japan, the Shrine of the Dead (Shōkonsha) on Kudan, the Central Post Office, the Telephone Exchange, the Bazaars, the Prisons, the Ōkubo Monument, the Schools, the Library, the University and the Police Stations. Among the most attractive vestiges of the old civilization may be classed the Parks at Uyeno and Shiba with their magnificent mausolea; the cemetery of the Fortyseven *Ronin* at Takanawa; the great temple and its interesting environment at Asakusa; the various shows of plum, cherry, azalea and chrysanthemum blossoms, in their seasons; the Museum of Antiquities in Uyeno Park; the temple of Monzeki; the

theatres; and the wrestling matches at Eko-in, where a hundred thousand citizens, victims of the awful conflagration of 1657, lie buried in a common pit at a spot now trampled by the feet of athletes and desecrated by the shouts of pleasure-seeking crowds. Full descriptions of all these places are given in Murray's admirable "Handbook for Japan," compiled by Sir Ernest Satow, Mr. Consul-General Hawes, Mr. B. H. Chamberlain and Mr. W. B. Mason. There may be utility, however, in adding here that for those whose time is limited, the most advantageous course is to visit the Parks at Uyeno and Shiba and their Mausolea; the Museum of Antiquities; the Government Printing Bureau; Asakusa; the Kudan Shrine; the cemetery of the Forty-seven *Ronin*, the Kabuki Theatre and the Bazaars. Tōkyō has many bric-à-brac stores, not equal, perhaps, to those of Osaka and Kyōto in point of attractive arrangement, but offering an immense variety of the best specimens of modern productions. No lover of histrionic art should fail to visit the Kabuki Theatre, for the acting seen there is not surpassed by anything of the kind in Europe or America. There are severel clubs in Tōkyō, the Nobles' Club, the Military Club, the Naval Club and a mixed Club of foreigners and Japanese. This last, called the Tōkyō Club, numbered some two hundred Japanese among its original members, and is now largely supported by its Japanese element. Tōkyō's sometime foreign settlement, at Tsukiji is inhabited chiefly by



A Famous Garden in Tōkyō.

missionaries. The foreign residents of the capital number about 1,000, but many of them live outside the settlement, all restrictions as to choice of place having ceased to exist. These men constitute one of the most delightful societies conceivable, for being all specialists of more or less distinction, they bring to daily converse large stores of wide and varied erudition. Tōkyō has also the advantage of the presence of the foreign *corps diplomatique*, all the Legations being situated there.

These references to Tōkyō's condition will not have been long in print before they cease to be wholly accurate. For though the chief city of Japan, owing in great part to rivalries among its capitalists, has been slow in acquiring the conveniences of Western civilization, it is now awakening to its laggard state. Electric trams, elevated railways, good water-works, a harbour, central parks and such things will

soon become accomplished facts. As to water-works, it is worthy of note that Japanese engineers, two and a half centuries ago, planned and constructed an aqueduct by which the city receives, from an intake twenty miles distant, a supply of water twice as great as that entering London. But the distribution of the water being effected by means of wooden pipes, many of the advantages of the fine supply were lost. Now, however, water-works on the most approved modern plans have been constructed and are supplying the greater part of the city.

HOTELS.

Imperial Hotel (Teikoku Hotel), admirably situated and well managed; Hotel Metropole (Tsukiji) a favourite family hotel; the Seiyō-ken (Tsukiji); the Tōri-kwan and Taizan-kwan (near the Imperial Hotel), where good accommodation can be obtained at cheap rates. There are many excellent restaurants where Japanese food is served, and the Seiyō-ken in Uyeno Park is a favourite place for entertainments in foreign style during the Spring and the Summer.

MUSEUMS AND BAZAARS.

The Hakubutsu-kwan (Uyeno Park); the Commercial Museum (*Shohin Chinretsu-Kwan*), at the Department of Agriculture and Commerce near Shimbashi; the Shiba

Bazaar; the Arms Museum (Yū-shū-kwan) at the Shōkonsha (Kudan); the Ginza Bazaar; Mr. K. Okura's Private Museum in Aoichō (open on Mondays and Thursdays); the *Shōhin Chinretsu-jō* in Uyeno Park.

LACQUER STORES.

Hayashi (Nihon-bashi); Kuroye-ya (Tōri Itchōme).

KERAMIC WARE STORES.

Namikawa (Naka-dōri); Mikawa-ya (Owari-chō); Kōno (Shiba Tamachi).

BRONZES AND SILVER WARE.

Mikawa-ya (Soto Kanda); Miyao (Nihon-bashi); Miyamoto Shō-kwai (Kyō-bashi).

CLOISONNÉ ENAMELS.

Namikawa (Naka-dōri); Kyeda (Kyō-bashi).

SILKS AND EMBROIDERIES.

Dōi (Naka-dōri); Morita (Nihon-bashi); Mitsui (Suruga-chō); Daimaru (Hatago-chō); Shiroki-ya (Tōri Itchōme); Mizushima (Honchō Itchōme); Takashima-ya (Nishi Konya-chō).

BRIC-À-BRAC STORES.

Daizen (Naka-dōri); Ikeda (Owari-chō); Jōkō (Kyō-bashi); Murata Kimbei (Naka-dōri); and many minor establishments in Naka-dōri. Cotton rugs, which are among the special manufactures of modern Japan, may be seen at Fujimoto's (Ginza), though perhaps the best plan is to view the specimens shown at the Commercial Museum (in the Department of Agriculture and Commerce), and the well-known crape-paper picture-books are obtainable at Hasegawa's (Hiyoshi-chō).

Environs of Tōkyō.

Places of note in the vicinity of Tōkyō owe much to the season at which they are visited. A tourist finding himself in the capital at the end of April, should not fail to see the cherry avenues at Mukojima, at Asukayama and, above all, at Koganei and Uyeno, as also the wistaria at Kameido, and the azaleas at Ōkubo and I-no-kashira in June. The iris ponds of Horikiri afford a delightful spectacle, as do also the peonies at Honjo, at Meguro and at Komagome. In July, the only sight afforded by the capital can hardly be called suburban: it is the "opening of the river" (*kawabiraki*), a species of evening fête organized by the tea-houses on the banks of the Sumida-gawa, when

thousands of the citizens go afloat in canopied boats, to feast in the cool of early night amid the tinkling of *samisen* and the cracking of fire-works. In August, the lotus-covered lake at Uyeno, with its lovely environment, furnishes a lasting memory. In October and early November, the chrysanthemums at Dango-zaka and Hiro-o-mura attract all holiday-keepers; and when the autumnal tints begin to glow, Oji, Ikegami and Kohō-ji in the vicinity of Kōnodai are delightful resorts. Any one desirous of witnessing a great festival, thoroughly Japanese, can not do better than visit Ikegami on the 12th and 13th October, when the annual fête in Nichiren's honour draws tens of thousands of pilgrims to its celebration. At Futago, too, on the limpid Tamagawa, a happy summer's afternoon may be spent paddling among the shoals in pursuit of the silver-sided *ai*; and in May, when the fall of the spring tide bares long stretches of beach at Shinagawa, a scene of picturesque animation is presented by gaily dressed maidens and youths delving for shell fish in ankle-deep water. There are other lions, permanently attractive, in the vicinity of the capital, but full descriptions of them must be sought in guide books.

Nikkō.

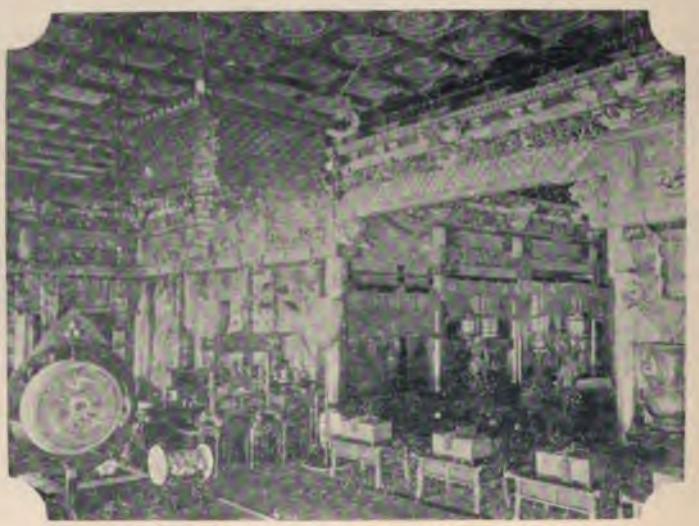
Has been more written about and more spoken about by foreign travellers than any place in Japan. The Japanese themselves eulogise it graphically in an apothegm which says "Not to have seen Nikkō is not to know beauty." Its charm lies chiefly in the fact that the finest creations of Japanese art may there be



Karamon, and Japanese Musicians in Ancient Costume, Nikkō.

seen in combination with the loveliest examples of Japanese scenery—an exquisite harmony of man's best handiwork and nature's sweetest efforts. It has been said that the mountains,

the cascades and the monumental forest-trees were there always, and that to these were added, in the seventeenth century, the magnificent mausolea of Iyeyasu and Iyemitsu. But that is not absolutely true, for it is plain that the environment of the Mausolea must have been adapted to their plan, and that the magnificent rows of cryptomeria leading to the shrines and the grand groves of giant trees guarding the tombs, must have been planted as



Interior of a Temple, Nikkō.

mere saplings when the corpse of the first Tokugawa Regent was interred at Hotoke-iwa on a spring day two hundred and eighty-eight years ago. In fact, the Nikkō of the seven-

teenth century would look garish and flashy to eyes that have viewed its stately sobriety and mellow antiquity at the beginning of the twentieth. Age has softened everything that was then gaudy, lent restfulness to colours obtrusive in their infancy, and changed nurseries of seedlings into groups of majestic forest kings. The Nikkō of to-day ranks high among the loveliest sights that the world offers: it is as



Yomeimon, Nikkō.

though Nature had lavished her best resources to provide a frame for one of man's noblest art productions. Many days may be delightfully passed in any of the excellent inns

established there during recent years—Kanaya, the Nikkō Hotel, the Arai Hotel and so forth—for after the artistic beauties of the Mausolea have been examined, there remain a dozen scenic celebrities in the vicinity, each worthy of a visit. Tourists so fortunate as to be able to choose their own time, should go to Nikkō in either May or October. Forests of glowing azalea blossoms in the former month and grand autumnal tints in the latter immensely enhance the glory of the place. To the foreign residents, however, it serves chiefly as a summer resort, for being within 5 hours of Tōkyō by train, and lying two thousand feet above the sea, it combines accessibility with coolness. But though the nights are always fresh, rain and damp heat often mar the days. A much more delightful climate is to be found at Chuzen-ji, by the shores of a beautiful lake, some 8 miles from Nikkō and thirteen hundred feet higher. This charming spot has become one of the most fashionable summer resorts of Japan. It is the site of many villas belonging to the foreign *chefs de Mission*.

Miscellaneous Information.

CUSTOM HOUSE.

Strict examination of the luggage of passengers is made at the Custom House, and the best way to avoid trouble and delay is to open up everything freely. All articles except ordinary personal effects are liable to duty.

GUIDES.

English speaking guides can be procured by application to the Welcome Society (*Kihin-kai*), an association concerning which detailed information is furnished below; or from the Guides Association (*Kaiyu-Sha*) in Yokohama, which has branches in Kobe and Kyoto; or from the Couriers' Association in Kobe. The simplest plan is to apply at one of the hotels, but tourists are strongly recommended to have recourse to the Welcome Society, which not only provides special facilities, but also exercises the greatest care in selecting guides of good character, thus securing the tourist against over-charges of which he is too often the victim.

According to the rates at present (1904) advertised, the fee for a guide is 3 *yen* per diem for a party not exceeding two tourists, and 50 *sen* for each additional person. This

includes the guide's hotel expenses, but does not include his travelling expenses.

It is hardly necessary to say that foreigners having no knowledge whatever of the Japanese language can scarcely dispense with the services of a guide, if they desire to obtain information about the best places to visit, the most suitable times for visiting them, the stores, the hotels and so forth. Those knowing a little Japanese may dispense with a guide, and provide themselves with a cook or servant only. One of the chief difficulties of the foreign tourist in Japan is the question of food. In most of the important centres a restaurant in foreign style may be found, but in the heart of the country Japanese food alone is procurable, and any one not prepared to live on fish, eggs and rice, will do well to have a cook in his train. At all the inns, wherever situated, the traveller may expect to find courtesy and helpful treatment.

CURRENCY.

Japan's currency system is gold monometallic, but in practice gold coins are little used, their place being taken by paper notes. The unit is called a *yen*. It is a small gold coin existing in theory rather than in practice, for its dimensions make it inconvenient to handle. If hard money is used, it takes the form of the 5 *yen*, the 10 *yen* or the 20 *yen* piece. The subsidiary coinage is entirely metallic, there being no bank-note of smaller denomination than a *yen*. The subsidiary coins are of silver, nickel and copper and as the system is decimal, no difficulty presents itself in calculation. Thus the *yen* is divided into 100 *sen* and the *sen* into 10 *rin*. The coin of lowest denomination seen in general use is a

copper 5 *rin* piece. The other copper coins are the 1 *sen* and the 2 *sen*. Then there is a 5 *sen* nickel coin, and there are silver coins of 10 *sen*, 20 *sen*, and 50 *sen*. For all practical purposes it may be assumed that the Japanese *yen* is equivalent to one half of an American gold dollar, or to two shillings sterling. There is a fractional difference in favour of the *yen*, but it is insignificant. Hence the American tourist has only to divide a given number of *yen* or *sen* by 2, and the quotient represents dollars (gold) or cents; and the British tourist divides the *yen* by 10 to obtain the equivalent of a sovereign, or, if he is content with a somewhat less accurate method of conversion, he can count 4 *sen* as a penny.

WEIGHTS AND MEASURES.

WEIGHTS.

10 *fun* make..... 1 *momme*.....(3.76 grams, or {Avoir. 2.12 drams / Troy. 2.42 dwt).

1000 *momme* make... 1 *kwan*(3.76 kilograms, or {Avoir. 8.23 lbs). / Troy. 10.07 lbs).

1 *kwan* 6 ½ *kin*.

1 *kin* 160 *momme*...(6.01 hectograms, or {1.31 lbs. avoir). / 1.61 lbs. troy).

1 lb. avoir..... 121 *momme*.

1 ounce 7.57 „

1 gramme 4.72 *fun*.

LONG MEASURE (*Kane-jaku*).

10 *bu* make 1 *sun* (0.30 decimetre or 1.19 inches).

10 *sun* „ 1 *shaku* . . (3.03 „ or 11.93 „).

10 *shaku* „ 1 *jo*(3.03 metre or 9.94 feet).

6 „ „ 1 *ken* (1.8 : „ or 1.99 yards).

60 *ken* „ 1 *cho* (1.09 hectometre or 5.42 chains).

36 *cho* „ 1 *ri* (3.93 kilometres or 2.44 miles).

1 metre 3.30 *shaku*.

1 foot..... 1.01 „

1 mile 14.75 *cho*.

CLOTH MEASURE (*Kujira-jaku*).

10 *bu* make..... 1 *sun.*
10 *sun* „ 1 *shaku.*
10 *shaku* „ 1 *jo.*

In this measure, *bu* etc., are ¼ longer than the corresponding denominations of Long Measure.

LAND MEASURE.

The unit is the *tsubo* (1 *ken* or 6 feet square), nearly equivalent to 3.31 square metres or 4 square yards. An acre is nearly equal to 1,210 *tsubo* or 4 *tan*

1 *se.*

30 *tsubo* make 1 *se.*
10 *se* „ 1 *tan*(or 0.25 acre approximately).
10 *tan* „ 1 *cho*(2.45 acres).
36 *cho* „ 1 *ri*(15.42 sq. kilo or 5.96 sq. miles).

CAPACITY MEASURE.

The unit is the *koku.*

10 *seki* make..... 1 *go*(0.18 litre or {1.27 gill liq). {0.02 peck dry).
10 *go* „ 1 *sho*..... (1.80 „ or {1.59 quart liq). {0.20 peck dry).
10 *sho* „ 1 *to* (18.04 „ or {3.97 gallons liq). {1.99 pecks dry).
10 *to* „ 1 *koku* (180.39 „ or {39.70 gallons liq). { 4.96 bushels dry).

THE WELCOME SOCIETY OF JAPAN.

(KIHIN-KAI)

Established in the 26th Year of Meiji (1893).

It has been recognised by Japanese and Foreigners alike that difficulties of a very exceptional kind stand in the way of the mutual understanding essential to sincere friendship between the Far East and the West. With the hope of

removing, or, at any rate, diminishing these difficulties, a Society was formed in 1893 by the initiative of a number of Japanese noblemen and gentlemen, assisted by several influential foreign residents. It was called the Kihin-Kai, and its objects were to extend a welcome to foreign tourists and to render them every assistance during their stay in Japan. Maintained altogether by the voluntary contributions of its members and well-wishers, the Kihin-Kai has no selfish end of its own to serve. It aims uniquely at bringing within the tourists' reach means of accurately observing the features of the country and the characteristics of the people; visiting public buildings and places famous for scenic beauties; seeing objects of art, both ancient and modern; entering into social or commercial relations with the people; in short, affording them all facility and convenience toward the accomplishment of their several aims, thus indirectly promoting, in however small a degree, the cause of international intercourse and trade.

1. Supervision of Guides.—Arrangements have been made with guilds of licensed Guides, and the Society has them under its control. If a tourist applies to the Society, it will gladly secure for him the services of a trustworthy guide at a fixed rate of remuneration.
2. Facilities and Convenience of Travel.—If a tourist places himself in communication with the Society, the latter will spare no pains to supply full information with regard to any route that he contemplates taking; furnishing details as to distances, the character of hotels and restaurants, (to which letters will be given, if desired), and other matters of interest or convenience; and will adopt every available means of adding to the security and comfort of his journey. Guide-books, volumes containing information about the country, catalogues of works on Japan, lists of Japanese productions, advertisements relating to facilities of travel et cetera, are kept in the Society's library, to which the tourist can have access at all times.
3. Sight-seeing.— In addition to places and buildings open to the general public, there are others to which the tourist can obtain admittance if introduced by the Society, special privileges being accorded to the Society in that respect. Among such places are: The Imperial Botanic Gardens at Shinjuku; the Koraku-en, a spacious landscape-garden formerly belonging to the Prince of Mito, within the precincts of the Tōkyō Military Arsenal; the Imperial Diet; the Court of Cassation; the Court of Appeal; the Prisons; the Hospitals; the Governmental and other Schools and Universities; the principal Factories; the Castle of Osaka; the Imperial Mint; the Fencing Saloons, &c., &c.

4. Introductions to Manufacturers and Merchants.—If a tourist desiring to buy, or make contracts for, Japanese articles modern or antique, wishes to know the best places to procure them, the Society will direct him to manufacturers and dealers whom it judges trustworthy, and, if requested, will furnish written introductions.
5. Introductions to Japanese Nobles and Gentlemen.—According to the rank or personal record of a tourist, the Society will introduce him, at his request, to any Japanese nobleman or gentleman, if the circumstances seem to warrant such introduction.
6. In the case of a distinguished tourist, the Society may make arrangements, at its own cost, to entertain him, so that its members and friends may make his acquaintance.

Japan abounds in scenic beauties; its climate is temperate, and each season of the year has special charms. But the best time to visit the country is Spring or Autumn.

Here and there in almost every province are mineral springs, hot or cold, all having hygienic or medical efficacy of some kind, and in their vicinity are to be found hotels providing every convenience for bathing. The tourist can select any spring that suits his case, and stay there for health purposes.

In all the large cities hotels have been built and are kept in European style, with foreign beds, furniture, meals, drinks, etc. Even in places without hotels in foreign style, there are Japanese inns, clean and comfortable. The tourist need not anticipate any difficulty in the matter of lodging.

While staying in various parts of the country, the tourist may ask the proprietor of the hotel at which he is lodging to give information about, or to show him the way to temples, shrines, noted places, etc., or to get him permission to see antiquities, etc., kept in temples or shrines. His request will be complied with and promptly attended to, for most of the hotel proprietors in the country are members or friends of the Society; but, if any proprietor happen not to stand in that relation, the Society, if requested, will send him letters to smooth the tourist's way.

The Society, as previously stated, is maintained by subscriptions and by contributions from its own members. Tourists are therefore charged only fifty *sen* each, as a fee to cover a part of the expenses involved in the services rendered them. But the Society will be pleased to receive contributions from any tourist desirous of expressing his satisfaction with the treatment extended to him, or wishing to aid the object of the Society.

A tourist paying the fee of fifty *sen* is entitled to one copy of the Society's

map of Japan the possession of which, made evident by its presentation at the Office of the Society (Tōkyō Chamber of Commerce Building, Yuraku-chō) will secure to him at any time the services of the Society.

The map can be obtained at the Society's Office or from its agents.

Postal and Telegraphical Services.

POSTS.

Post and Telegraph services are fully organized throughout Japan. Letters and papers can be forwarded with safety and rapidity to the different stages of a journey. It is however most desirable that the address be written in Japanese as well as in the language of the sender, since celerity of delivery is thus ensured.

RATES OF POSTAGE.

DOMESTIC.

Including all Korean ports and places in China where Japanese Post Offices are established, Shanghai, Chefoo, Tientsin, (Shinjo, Tongku and Shan-hai-Kwan), Peking, Amoy, Soochow, Hanchow, Shashe, Hankow, Foochow, Nanking and Newchwang.

LETTERS:—Per 4 *monme* (or ½ ounce) or any fraction thereof ... 3 *sen.*
REGISTRATION FEE:—Extra charge 7 *sen.*
POSTAL CARD:—Single 1½ *sen.*
POSTAL CARD:—With prepaid reply... 3 *sen.*
NEWSPAPERS AND PERIODICALS:—When posted singly, per 20 *monme* (or 2½ oz.), or any fraction thereof ½ *sen.*
NEWSPAPERS AND PERIODICALS:—A packet containing 2 or more, 20 *monme* (or 2½ oz.), or any fraction thereof 1 *sen.*
PRINTED MATTERS, BOOKS, AND SAMPLES OF MERCHANDISE:—Per 30 *monme* (or 3¾ oz.) or any fraction thereof... ... 2 *sen.*
SAMPLES OF SEEDS:—Per 30 *monme* (or 3¾ oz.) or any fraction thereof 1 *sen.*

Unpaid and insufficiently stamped letters or packets will be regularly transmitted, but the double of the deficient postage will be charged on delivery.

FOREIGN.

To all Union Countries: LETTERS, per 15 grammes, ...	10	*sen.*
REGISTRATION FEE,...	10	*sen.*
POSTAL CARD SINGLE, ...	4	*sen.*
POSTAL CARD WITH PREPAID REPLY, ...	8	*sen.*
PRINTED MATTERS, per 50 grammes	2	*sen.*
SAMPLES OF MERCHANDISE, 100 grammes or under...	4	*sen.*
Per 50 grammes above 100	2	*sen.*
COMMERCIAL PAPERS, 250 grammes or under	10	*sen.*
Per 50 grammes above 250	2	*sen.*

POSTAL AND TELEGRAPHIC MONEY ORDERS.

A Postal and Telegraphic Money Order System also is duly organized, and will be found convenient by travellers who wish to avoid carrying much money. Any sum not exceeding 50 *yen* can be forwarded by order at the following rates.

POSTAL MONEY ORDER.

Anywhere in Japan.

Not more than 10 *yen*...	6	*sen.*
Not more than 20 *yen*...	10	*sen.*
Not more than 30 *yen*...	15	*sen.*
Not more than 40 *yen*...	18	*sen.*
Not more than 50 *yen*...	22	*sen.*

To Shanghai.

Not more than 10 *yen*...	10	*sen.*
Not more than 20 *yen*...	20	*sen.*
Not more than 30 *yen*...	30	*sen.*
Not more than 40 *yen*...	40	*sen.*
Not more than 50 *yen*...	50	*sen.*

TELEGRAPHIC MONEY ORDER.

Anywhere in Japan.

Not more than 10 *yen*... 30 *sen.*
Not more than 20 *yen*... 35 *sen.*
Not more than 30 *yen*... 40 *sen.*
Not more than 40 *yen*... 45 *sen.*
Not more than 50 *yen*... 50 *sen.*

PARCEL POST.

All articles, except letters and goods mentioned in Article 16 of the Imperial Post Regulations, may be posted at the following rates, under the limit of 2 *shaku* (or feet) in length, breadth and depth, and 1½ *kwan* (or 12½ lbs.) in weight, or 3 *shaku* in length, if breadth and depth are respectively under 5 *sun* (or about 6 inches).

DOMESTIC PARCEL POST.

Weight \ Distance			Within one Postal Region.		Beyond one Postal Region.	
Under	200	*monme*	5	*sen.*	10	*sen.*
,,	400	,,		,,	15	,,
,,	600	,,		,,	20	,,
,,	900	,,		,,	30	,,
,,	1¼	*kwan*		,,	40	,,
,,	1½	,,		,,	50	,,

BETWEEN MAIN ISLAND AND FORMOSA.

Weight			Fare	
Under	200	*momme.*	30	*sen.*
,,	400	,,	35	,,
,,	600	,,	40	,,
,,	900	,,	50	,,
	1¼	*kwan.*	60	,,
	1½	,,	70	,,

BETWEEN JAPAN AND CHINA, KOREA.

Weight			Fare	
Under	200	*momme.*	30	*sen.*
,,	400	,,	35	,,
,,	600	,,	40	,,
,,	900	,,	50	,,
,,	1¼	*kwan*	60	,,
,,	1½	,,	70	,,

The rates of postage on parcels originated and delivered within China or Korea are the same as those chargeable on domestic parcels.

TELEGRAPHS.

The Post and Telegraph Offices are generally combined in the larger towns. Telegrams in any of the principal European languages cost 5 *sen* per word, with a minimum charge of 25 *sen* (5 words or under), addresses being counted A Telegram in Japanese of 15 *kana* (syllabic) characters costs 20 *sen*; each additional 5 characters, or any fraction thereof, costs 5 *sen*, addresses of senders only being charged for Foreign residents often avail themselves of the latter means of communication.

The minimum charge for a city-telegram in any of the principal European languages (5 words or under) is 15 *sen*, with an addition of 3 *sen* for every additional word; and a Japanese city-telegram (15 *kana* or under) costs 10 *sen*, with an additional charge of 3 *sen* for every 5 *kana* or fraction thereof.

Telegram fees may be paid with postage stamps.

The following table shows the Telegram fees per single word to the principal cities and ports abroad, the rates quoted being the cheapest charged by any of the lines.

Aden	Yen 3.620	Mokpo	Yen .800
Amoy	„ 1.080	Malacca	„ 2.280
Annam	„ 2.300	Manila	„ 1.700
Brazil	„ 4.580	Massachusetts	„ 3.580
Burmah	„ 2.380	Nanking	„ .960
Canton	„ 1.380	Newchwang	„ 1.000
Chefoo	„ .960	New York	„ 3.580
Chicago	„ 4.500	Ohio	„ 3.700
Cochin China	„ 1.940	Peking	„ 960
Colombo (Ceylon)	„ 2.328	Penang	„ 2.280
Dalny	„ .960	Persia	„ 3.240
Europe(except Russia)	„ 2.820	Port Arthur	„ .960
Egypt	„ 2.380	Russia in Asia	„ 1.200
Foochow	„ 1.080	Russia in Europe	„ 1.400
Fusan	„ .300	San Francisco	„ 3.840
Hankow	„ .960	Seattle	„ 3.840
Hongkong	„ 1.280	Seoul	„ .300
India	„ 2.280	Shanghai	„ .600
Jenchuen (Chemulpo)	„ .300	Siam	„ 2.180
Macao	„ 1.380	Singapore	„ 2.280

Songching ...	...Yen 1.100	Tientsin	...Yen .960
St. Louis... ...	... „ 3.700	Tongkin	... „ 2.500
St. Paul	... „ 3.700	Tsintao	... „ .960
Sydney	... „ 2.130	Vancouver ...	... „ 2.980
Taku	... „ .960	Wei-hai-wei ...	... „ .960

These rates, as has been said, are the cheapest obtainable. But, as a general rule, the sender of a telegram need not concern himself about the choice of route. He hands in his telegram, and the telegraphic officials forward it, in the natural order of things, by the normal, or cheapest, route, unless a special route is designated by the sender.

TELEPHONES.

Telephones are used in most of the principal cities and ports. The Call-Offices generally combine with the Post and Telegraph-Offices. Many companies, corporations and private houses take advantage of this means of communication. The service is under official control. The annual fee is 66 *yen*, and the installation is made at the expense of the Government. Considerable developments of the system have taken place of late. Lines have been constructed between Tōkyō and Osaka of late. Exchanges (*Kokwan-jo*) exist in Tōkyō at Kōjimachi, Kyōbashi, Nihonbashi and Shitaya, and their location in Kyōto, Osaka, Yokohama, Kobe &c. can be easily ascertained.

IMPORTANT NOTICES TO PASSENGERS.

I. TO THOSE WRITING FOR INFORMATION.

Parties making inquiry, by either letter or telegram, for the purpose of purchasing tickets, are requested to bear in mind that there is a material difference between engaging a STATE-ROOM or CABIN and a BERTH. A first class cabin of the Company's steamers generally contains two berths, and a second class cabin, four, six or rarely eight berths.

As it frequently happens that people ordering passages confound these terms, state-room or cabin and berth, it is requested that a distinct statement be made whether a berth or a whole state-room or cabin is required, and whether the accommodation is desired on the main deck, on the upper, or on the bridge if any. It is also essential that mention should be made of the name of the steamer, place and date of embarkation, the destination, the number in party, giving names and sexes, and if not adults, their ages, together with an indication of those who are to occupy a state-room together.

Purchasers of round-trip tickets will do well to arrange for their return passage when they procure the tickets or upon arrival at their destination. Thereby they will avoid possible disturbance which otherwise may be caused in the programme of their intended journey.

II. LETTERS AND TELEGRAMS ADDRESSED TO PASSENGERS ON BOARD THE COMPANY'S STEAMERS.

Letters or telegrams sent to overtake passengers at ports of call should be addressed to the care of the N.Y.K.'s managers or agents at the respective ports. To facilitate delivery on board the steamer, it is advisable to state in which class the passenger is travelling, and to write an address on the flap of the envelope notifying the place to which the letter may be returned or forwarded in case it misses the steamer. Whilst every care will be taken in dealing with passengers' letters, the Company will not be responsible for non-delivery, loss or delay.

III. CAUTION TO ARTISTS, PHOTOGRAPHERS, ETC.

In Japan, fortresses, naval dock yards, naval stations, &c. are generally forbidden to be sketched or photographed, and persons detected infringing this rule are liable to be arrested by the authorities; they are, therefore, advised to consult with a policeman or gendarme previous to sketching or photographing a place they are unacquainted with, in order to avoid any unexpected trouble.

CONDITIONS OF PASSAGE.

Tickets are issued subject to the following conditions and regulations :—

Ship's Regulations.—The Company will not be responsible for detention, loss or damage arising from tempest, shipwrecks, stranding, collision, unavoidable putting into port, change of route or of steamers, quarantine, jettison, fire, pillage, piracy, barratry and any accident or damage of the sea, whatever.

Passengers dangerously ill or suffering from a contagious disease or mentally deranged, cannot be admitted on board a steamer. In the event of either of such afflictions declaring itself in the course of the voyage, the person will be landed at the nearest port of call, and such detention will be at the passenger's own expense, who will, after convalescence, be entitled to resume his or her journey on one of the Co.'s steamers.

Passengers must comply with the regulations of connecting Railway and Steamship Companies, as well as with the Company's regulations, for general comfort and safety.

Passport.—Passengers must conform to the regulations of the various countries with regard to passports, and if required, the passports must be deposited at the Company's Branch Office or Agency at the port of embarkation.

Non-Connection.—The Company waives all responsibility in case of non-connection between the steamers of their different lines, undertaking in such cases to convey passengers to their destinations by the next steamer.

Passengers must bear the expenses of their stay at the port of trans-shipment and all other consequences arising from non-connection.

Expenses in Landing, Embarking, &c.—All the expenses incurred in landing and embarking or transferring baggage from one steamer to another, are to be defrayed by passengers themselves.

Quarantine expenses are to be borne by passengers.

Sailing Dates given in the time tables published by the Company, are approximate and subject to variation, but will as far as possible be adhered to.

Application for Tickets can be made at any Branch Office or Agency of the Company, by stating names, addresses, &c.

Tickets are not transferable.

Passengers Booking on Board are charged 10 per cent above the ordinary fare. (The accommodation of such passengers is guaranteed only as far as the next port of call.)

Engagement of Berth.—A berth will not be considered engaged until quarter fare of the passage money has been paid, the balance to be paid before embarkation.

Cabin passengers are entitled to a single berth only in a cabin, and berths are let on the condition that passengers may be transferred (except where the whole of the cabin is specially engaged) from one cabin to another, if convenience dictate such a course. Such transfer will be made into cabin as similar as practicable. The exclusive use of a whole cabin may be secured upon paying, in addition to the regular fare, one half for every berth unoccupied in the same cabin. Extra accommodation, however, will not be granted to the exclusion of other passengers.

For change to superior class or to have the exclusive use of a whole cabin, application must be made to the Agent on shore beforehand whenever possible.

CHILDREN travelling with parents or guardians are required to pay as follows:—

AUSTRALIAN LINE.

Under 3 Years.....Free for one, (others ½ fare).
Under 5 Years.....Quarter fare.
Under 12 Years.....Half fare.

AMERICAN LINE.

Under 2 Years.....Free for one, (others ½ fare)
Under 5 Years Quarter fare.
Under 12 Years.....Half fare.

OTHER LINES.

Under 4 Years.....Free for one, (others ½ fare).
Under 12 Years. Half fare.

No berth is allowed to a child carried free. A berth is provided for a child paying half fare, but one berth only is allowed for 2 children paying half fare each or 4 children paying quarter fare each.

Servants must be provided with tickets in the same manner as other passengers. Servants paying third class fares may enter the saloon to wait on their masters, but will not be permitted to eat or sleep in a cabin.

Reductions.—Some special reductions to naval and military officers, persons in diplomatic services, missionaries, &c., can be obtained on some lines on application with certificates.

All Passage Money is payable in advance, and the Passenger Tariffs are subject to variation without notice.

The passage money of the 1st and 2nd class tickets is inclusive of table, bedding, linen, attendance, bath &c., in fact, everything requisite for the comfort of passengers, but exclusive of aerated water, beer, wine and spirits.

Available Period for Tickets.—Tickets are available only for the steamer for which they are issued. But they can be made available for the following steamer, if application for such transfer be made to the Co.'s Agent, within 24 hours after the departure of the steamer, always provided there is room on board.

Tickets are available for a single trip for a period not exceeding six months.

Return Order.—A return order is generally available for 90 days, unless otherwise arranged, exclusive of the day of issue. It is not transferable.

Change of Route.—Should passengers wish to change their route at an intermediate port, the prepaid passage money less the regular fare of the accomplished portion of voyage will be refunded, and a fresh ticket to the new destination will be issued; but when a passage is not continued, passage money will not be refunded.

Unaccomplished Voyage.—Passengers will not be entitled to refund of fare for an unaccomplished portion of a voyage, but the purchasers of round-trip tickets who have availed of a single trip only, are entitled to the refund of return fare less 25 per cent, when applied for within the time limit.

Stop Over will be allowed at any port of call. But application for the privilege should be made, as far as practicable, to the Agent at the port of embarkation; otherwise, to the purser, previous to leaving the steamer.

Passengers availing themselves of this privilege must obtain endorsement on their tickets or stop-over-passes from pursers, previous to leaving their steamer. When re-embarking, the passengers must be properly booked at the Co.'s Branch Office or Agency before embarkation; otherwise, the Company cannot guarantee any accommodation on board.

Tickets may be cancelled and fares less 10 per cent refunded, if application be made within 24 hours after the departure of the steamer for which they were issued.

Baggage.—Passengers are allowed the following baggage free:—

	Long Voyage.	Short Voyage.
Adult 1st Class Passenger.....	350 lbs. (40 cft.)	100 lbs.
Adult 2nd Class Passenger	250 lbs. (30 cft)	 75 lbs.
Adult { Intermediate / 3rd Class } passenger.. ..	150 lbs. (20 oft.)	 50 lbs.

Children in proportion to the fares paid. A passenger taking a reserve berth on paying 50 per cent additional fare is entitled to take a double allowance. Any excess is to be paid for at the current freight rates.

The baggage of passengers must contain their personal effects only; merchandise and treasure exceeding 500 *Yen* must be declared and freight paid according to tariff rates. Any passenger detected in infringing this rule will be charged five times the ordinay tariff rate.

Packages must be distinctly marked with the names of passengers and destinations in full. Access can be obtained to the baggage room during the voyage at arranged times.

Only trunks, bags or such other baggage of moderate size as will not soil the state-rooms, will be allowed therein.

Passengers are prohibited from conveying beer, wine and spirits of any kind on board. These may be purchased on the Co.'s steamships at reasonable prices.

Passengers are strictly prohibited from carrying articles of an explosive or inflammable nature, likely to endanger or damage other goods, among their baggage, without permission of the commander. Any one violating this rule will be fined *Yen* 500, as prescribed by the law of Japan.

Dogs, cats, pet-birds and other small domestic animals will be carried on deck at owner's risk. They must be kept in cages or dog kennels; the cages, kennels and food to be provided by the owners themselves, uless specially arranged otherwise. The rate of charges for them varies from $\frac{1}{2}$ to $\frac{1}{8}$ of the 3rd class passage rates according to sizes, the particulars of which can be obtained from pursers or agents. No dogs will be accepted to European Ports.

All baggage is at owner's risk on board steamer, and passengers themselves must arrange for the insurance against sea damage, sea risk, &c. In case of loss of baggage the Co. will make every effort to recover it.

Deck chairs received on board at passengers' risk.

Baggage not claimed is deposited with the Branches, Agencies or Custom Houses at the owner's risk and expense.

Bicycles and Tricycles carried on board at owner's risk upon payment of current freight rates.

CABIN REGULATIONS.

The following cabin regulations, printed both in English and Japanese, are posted on board the Company's steamers.

(*a*) Smoking is prohibtied in the cabins and saloon. In the places where it is allowed (upper deck and smoking room), passengers should be careful not to drop matches or burning tobacco.

(*b*) All lihgts will be extinguished at 11 o'clock p.m. None will be allowed after that hour except in case of sickness, when permission must be obtained from the commander.

(*c*) Passengers must on no account light candles, paper lanterns or lamps, whether belonging to themselves or to the ship, nor must they on any occount use braizers or fire-pots (*hibachi* and *tabaco-bon*).

(*d*) Dogs, birds, or animals of any kind are not allowed in the cabins or state-rooms. All such must be shipped as freight and paid for.

(*e*) Passengers are strictly prohibited from carrying gunpowder or any articles of an explosive or inflammable nture among their luggage.

(*f*) Only trunks, bags or such other luggage as will not soil the state-rcoms will be allowed therein.

(*g*) Passengers are requested to take all possible care of their baggage. In case of its being lost, the Company will not be responsible, but will make every effort to recover it.

(*h*) The wearing of Japanese *Geta* (clogs) in any part of the ship is prohibited.

(*i*) Gambling is strictly prohibited.

(*j*) A proper respect for the passengers requires that every one should appear at the table in decent apparel; no one who is not decently dressed will be allowed to sit down.

(*k*) At meals, passengers will please occupy the seats assigned to them.

(*l*) Passengers wishing for wine at meals will please order before the bell rings, as servants will not be allowed to leave the table until all are served.

(*m*) Passengers are requested to report to the commander any want of attention or incivility on the part of servants.

(*n*) An inspection of the cabins or state-rooms by the officers of the ship will take place at 11 o'clock a. m. daily.

(*o*) Guns or pistols must not be fired from any part of the vessel without the commander's permission.

(*p*) Bedding or other articles must not be removed from the cabins or state-rooms.

(*q*) Passengers are requested not to enter places provided for the exclusive use of the ship's cfficers and crew.

(*r*) Passengers are requested not to converse with the officers on deck. No interference with the officers and crew in the performance of their duty will be toleraed.

(*s*) In the event of accident, passengeers are asrured that every excertoin will be made by the commander and officers of the ship to protect life and property.

(*t*) Unnecessary excitement and confusion will only serve to increase the danger. Any attempt to take possession of the boats or life-rafts will be at the peril of those making it; but passengers are requested to hold themselves in readiness to render any assistance that may be required of them by e commander.

Passengers are notified that false alarms of fire by ringing the bell or blowing the whistle are occasionally given during the voyage for the purpose of drilling the crew. This notie is given in order that passengers may feel no uneasiness on such occasions.

CAUTION.

500 *Yen* AND 200 *Yen* PENALTIES.

DANGEROUS GOODS.

The Nippon Yusen Kaisha hereby give notice that they will not receive on board of their vessels any goods of a dangerous or damaging nature; and the attention of shippers and passengers is specially directed to the following clauses in the "Imperial Ordinance of 1873," relative to articles of this description, which run in substance as follows:—

"*If any person send or attempt to send by any vessel any dangerous and* "*damaging goods, such as Gunpowder, Saltpetre, Sulphur, Oil, Liquids or any* "*other goods of dangerous and putrescible nature, without distinctly marking their* "*nature on the outside of the package containing the same, or writing on the* "*Bill of Lading the nature of such goods, or getting permission of the master or* "*owner of the vessel at or before the time of sending the same to be shipped, or* "*taking the same on board the vessel, he shall incur a penalty not exceeding FIVE* "*HUNDRED YEN.*

"*If any person knowingly send, or attempt to send, by any vessel any goods* "*of a dangerous and damaging nature, under a false description, he shall incur* "*a penalty not exceeding FIVE HUNDRED YEN; and if such goods, when* "*found, be not reported to the authorities by the master or owner of the vessel, the* "*said master or owner shall be liable to a penalty not exceeding TWO HUND-* "*RED YEN.*"


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THE

YOKOHAMA SPECIE BANK, LTD.

横濱正金銀行

(YOKOHAMA SHOKIN GINKO.)

Established 1880.

Subscribed Capital - - - - - - - Yen 24,000,000.00
Paid-up Capital - - - - - - - - - ,, 18,000,000.00
Reserve Fund - - - - - - - - - ,, 9,210,000.00

BOARD OF DIRECTORS.

NAGATANE SOMA, ESQ. President.
KAMENOSUKE MISAKI, ESQ. Vice-President.
K. SONODA, ESQ. R. HARA, ESQ. R. KIMURA, ESQ.
I. WAKAO, ESQ. Y. YAMAKAWA, ESQ.

Head Office Yokohama.

BRANCHES

Kobe.	London.	San Francisco.	Hongkong.	Peking.
Tokyo.	Lyon.	Hawaii	Shanghai	Newchwang.
Nagasaki.	New York.	Bombay.	Tientsin.	

Correspondents at all the chief commercial cities in the world.

London Bankers. { London Joint Stock Bank, Limited.
Parr's Bank, Limited.
Union of London and Smith's Bank, Limited.

HEAD OFFICE.

Liberal interest allowed on current accounts and on fixed deposit accounts.
Every description of Banking business transacted.
Certified cheques on this Bank will be taken by the Custom House as cash in payment of duty.

H. BEKKEY, Sub-Manager.

The Club Hotel,

LIMITED.

No. 5-B, YOKOHAMA.

Telephone No. 466. ***Long Distance.***

Situated in the best position on the Bund, commanding a ***Fine view of the Harbour,*** and five minutes' walk from the landing pier. Well furnished and supplied with ***Good old Wines.*** ***The Cuisine*** is in charge of an experienced French Chef and cannot be surpassed.

CAPT. JACKSON, D.S.O., in his "JAUNT IN JAPAN," says:— "We eventually reached Yokohama, where we forgot the damp and discomfort of the journey before a good fire and a good dinner at the Comfortable Club Hotel," and again "we found all the comfort and attention we required at the Club Hotel where we stayed on each of the three occasions we visited Yokohama."

The Company's Steam Launch

Carries Visitors and their baggage to and from all the steamers arriving in the Harbour.

IRVINE WILLIAMS,

MANAGER.

The Yokohama Dock Co., Ltd.



No. 1 Dock.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 Dock.

Length inside, 375 ft. Width of entrance, top 60.5 ft.; bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS

Are conveniently situated in Yokohama harbour and the attention of Ship Owners is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Improvements are constantly going on, a wet dock with a depth of 30 feet at low water being in course of construction.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Works, No. 506; General, No. 376.
Telegrams, "Dock, Yokohama," all Usual Codes Used.

AGENTS

A. R. BROWN, McFARLANE & CO. LTD.

34, West George St., Glasgow.

Y. OMIYA & CO.,

Established 1860.



Nos. 24, 25 & 32,
Sakaicho,
Yokohama.

Telegraphic Address:
"YEISAKE" Yokohama.

Telephone:
No. 232 (Long distance.)

General Import & Export Merchants

HATTERS & HOSIERS,
GENERAL & FANCY
DRAPERS

AND ALSO

SHIRT & STRAW HAT MAKERS.

"A SPECIALITY."

Highest Medals awarded at the Chicago World's Fair, the Paris Exhibition of 1900, and Fourth National Industrial Exhibition of Japan.


GRAND PRIX
PARIS—1900
MEDAL OF HONOUR
OSAKA—1903
KYOTO OSAKA KOBE YOKOHAMA
TELEGRAPHIC ADDRESS:
"TAKASHIN, Kyoto."
TAKASHIMAYA, Tokyo
TAKASHIN, Yokohama
S. IIDA,
"TAKASHIMAYA"
Appointed Manufacturer to the Imperial Household
SILKS, EMBROIDERIES
AND VELVET-PICTURES
KYOTO: Karasumaru, Takatsuji - - - - - Tel. No. 11
TOKYO: I, Nishikonyacho, Kyobashiku Tel. Shimbashi 1508
YOKOHAMA OFFICE: 66, Bentendori, Shichome Tel. 141

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BY SPECIAL APPOINTMENT TO
THE IMPERIAL HOUSEHOLD DEPARTMENT.



GENERAL AGENTS FOR JAPAN: MEIDIYA.

SPECIAL AGENTS:

Kobe,	Geo. Whymark & Co.	***Korea,***	Townsend & Co.
Shanghai,	I.. Goetschel.	***Nagasaki,***	R. H. Powers & Co.
,,	B. Tsuchihashi.	***Hankow,***	Sorabjee J. Guzdar.
Hongkong,	L. Goetschel.	***Wei-hai-wei,***	Cornabé Eckford & Co.
,,	The Mutual Stores L'd.	***Chefoo,***	do.

Brewery.
123 Yamatecho, Yokohama.

THE BEST BEER BREWED OR SOLD IN THE EAST.

Chief Brewer - - - - - E. EICHELBERG.

Assistant Brewers - - - R. SCHWEITZER. R. WENDT.



Won the highest awards at all the Exhibitions.

The Japan Brewery Company (Limited)

No. 123 Yamatecho, Yokohama.

P. O. Box No. 91.
Telephone No. 337.
Codes used:
A. B. C. 4th Edition
A. 1.

'KAI TSU GOMEI KWAISHA,'

GENERAL CUSTOM HOUSE BROKERS, LANDING AND SHIPPING AGENTS,

Will pass goods through the Custom House, land or ship Goods or Baggage on the most reasonable terms, and with the quickest despatch. Merchants as well as Tourists will find it to their advantage to give us their patronage.

Long distance Telephone No. 909.

Yokohama Office No. 1, Kita Nakadōri Itchome.

Long distance Telephone No. 941.

Kobe Agency's Office No. 1, Kaigandōri Nichōme.

The One Hundredth Bank, Ltd.

ORIGINAL CHARTER, DATED 1878.

Paid-up Capital	Yen 600,000.
Reserve Fund	1,609,500
Deposits	10,539,515,43 (Sept. 30th 1903)

HEAD OFFICE: — — — YOROZUCHO, TOKYO.

President:—K. TAKATA, Esq. Managing Director:—K. IKEDA, Esq.

Yokohama Office;— — —Nos. 53, 54, & 55, Honcho, Shichome.

Manager:—S. HONJO, Esq.

Kyoto Office; — — — —Karasumaru Rokukaku.

Manager:—N. OKASAKI, Esq.

Transacts General Banking and Foreign Exchange Business.

Issues Traveller's letters of credit on all the important places, at home and abroad.

Offers great facilities to foreign Tourists in Japan.

Foreign bills are negotiated on the most favourable terms.

Safe Deposit Institution in the Yokohama Office affords safe custody for valuables.

The Tokio Marine Insurance Co.,
LIMITED.

ESTABLISHED 1879.

THIS Company is the oldest Japanese Insurance Company and affords special facilities to Shippers for the Insurance of Cargo to and from all Eastern ports.

Patronised by the Imperial Government, and all the leading Banks, Shipowners and Merchants.

Passenger's Baggage and Effects insured at all ports under arrangement with the Nippon Yusen Kaisha.

CLAIMS SETTLED
PROMPTLY
AND
LIBERALLY.

CAPITAL . . . Yen 1,500,000.
SURPLUS . . . „ 1,500,000.

HEAD OFFICE:
Tokio, Japan.

BRANCH OFFICES:
Koke & Osaka.

YOKOHAMA AGENCY:
6, Water Street.

London Agency:
32, Cornhill, E.C.

AGENCIES throughout the Japanese Empire and at all Principal Foreign Ports

MITSU BISHI GOSHI-KWAISHA.

(BANKING DEPARTMENT.)



HEAD OFFICE:

No. 1, Yayesucho Itchome, Kojimachi-ku, Tokyo.

BRANCHES.

OSAKA.—*Nakanoshima Gochome, Kita-ku* KOBE.—*Aioicho Itchome.*

	Yen.
Partnership Capital	5,000,000
Reserve Fund	7,794,352
Capital allotted to the Department	1,000,000

HEAD OFFICE.

INTEREST ALLOWED.

	P. ANNUM.
On Current Account	2.19%
On Special Current Account	4.8%
On Fixed Deposit for 6 months and over	5%

COLLECTIONS MADE.

FREE of CHARGE, of all **Drafts** and **Cheques** on **Tokyo Banks**, and of those on **Yokohama** through the **Hongkong** and **Shanghai Banking Corporation**, and the **Yokohama Specie Bank, Limited.**

Richey Toyokawa,
Manager, Banking Department.

GRAND PRIX
PARIS 1900.

MANUFACTURERS OF
ART FABRICS OF ALL
DESCRIPTIONS.

By appointment to
H. I. M.'s Household
of Japan.

BY APPOINTMENT
TO H. I. M.'s HOUSE-
HOLD OF RUSSIA.



Kawashima & Co.,

NISHIJIN, KYOTO, JAPAN.

The Furukawa Mining Office

J. FURUKAWA, Mine Owner.

No. 1, Yayesucho Itchome, Kojimachi-ku, Tokyo.

Mr. Furukawa possesses many mines in various districts of Japan. Thirteen of these mines are in active operation with smelters in full working order. There are also two copper refining works and one coke manufactory.



Interior view of Smelting Works. Ashio Copper Mine.

Copper Mines Annual Out-put of the following mines: 27,000,000 lbs. Copper. Ashio, Kusakura, Otori, Ani, Nagamatsu, Furokura, Kune.

Silver Mines Innai Annual Out-put: Refined Silver 500,000 ounces

Coal Mines Total Annual Out-put 420,000 tons Coal. Katsuno, Shiogashira, Shakanoo, Shimoyamada

Copper Refining Works and Coke Manufactory.

FURUKAWA COPPER WORKS.
FURUKAWA SHINONOME REFINING WORKS.
FURUKAWA COKE MANUFACTORY.

SALES OFFICES

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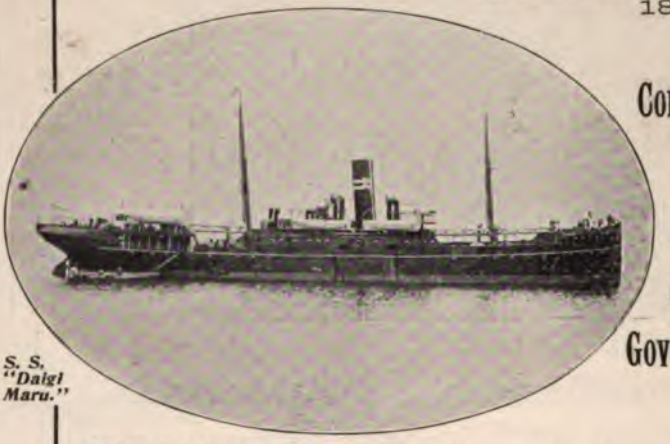
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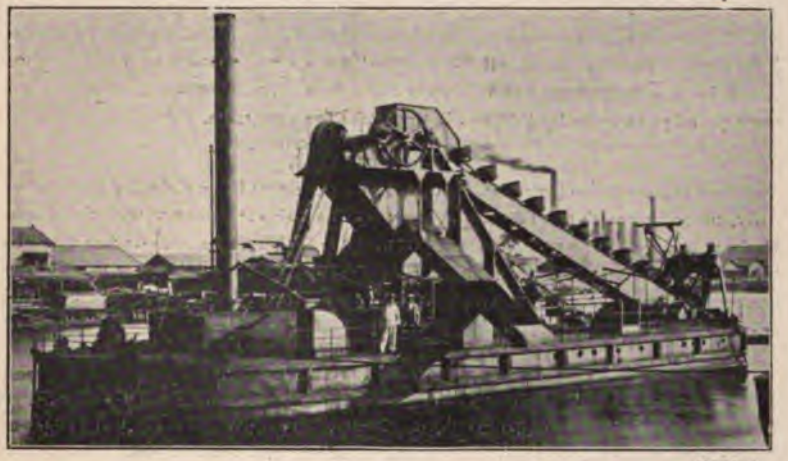
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Places of interest most worth seeing in and about Shikoku are the famous Kotohira (commonly called Kompira) temple; the Kuribayashi Park, one of the best examples of Japanese horticulture; the Kankakei in the Island on Shodoshima, a romantic valley full of crags and rocks of the quaintest and most fantastic shapes imaginable; and the Dogo Hot Springs which have wonderful efficacy in cases of debility and diseases of the skin.

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First and Second class passengers by the Nippon Yusen Kaisha steamers may travel from Kobe to Shimonoseki or vice versa by the Sanyo Railway if they desire, and railway tickets may be obtained on board the steamers or from the Nippon Yusen Kaisha and its branch offices.

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Himeji Castle.

The castle was the seat of the Daimio (Lord) Sakai in feudal days, and it was considered to be one of the strongest castles in Japan. It was built by Taiko Hideyoshi some 300 years ago, but it is still in an excellent state of preservation. It is now occupied by the Tenth Army Division.



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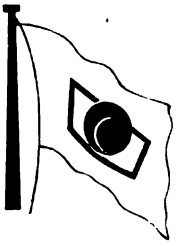
Miyajima is one of the Three Beautiful Sights in Japan. The place can be reached in 10 minutes from Miyajima Station by the Co.'s steam-launch. The temple of Miyajima is built at the head of a small inlet of shallow water, but at high tide, this magnificent edifice with its long galleries seems to be floating on the sea, a unique and beautiful sight. There are many interesting buildings near the temple. Not far off is the Maple Valley famous for its silvery cascades and in autumn for the rich tints of the maple trees. Omoto park is also near the temple. It is an ideal spot for a short stay. The landscape gardens are particularly fine. Cherry trees abound which, when in blossom, will well repay a visit. The Hotel Iwaso is the best hotel.



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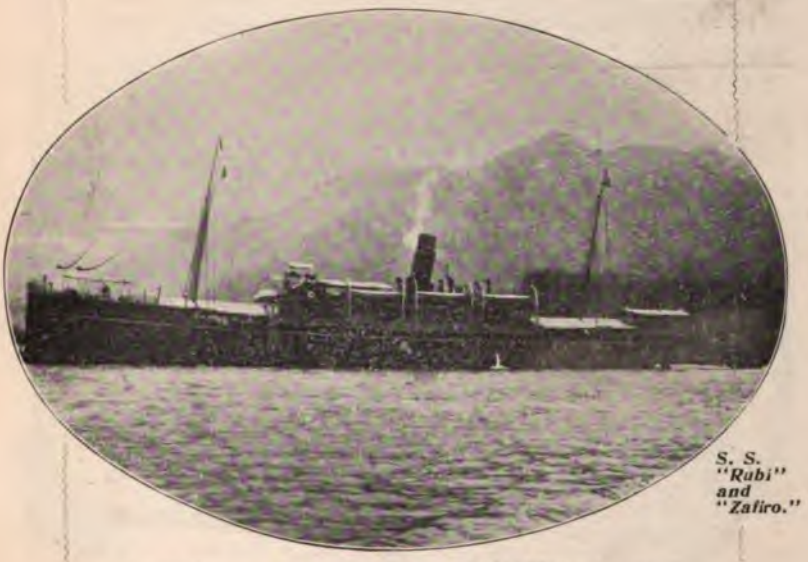
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